

CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**PLANNING COMMISSION AGENDA**  
**June 7, 2017**  
**CITY COUNCIL CHAMBERS**  
**6:30 p.m.**  
**50 Natoma Street**  
**Folsom, California 95630**

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

*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 May 17, 2017 will be presented for approval.

**CONTINUED ITEM**

- 1. PN 16-321, Prospect Ridge Subdivision, 535 Levy Road – General Plan Amendment, Rezone, Tentative Subdivision Map, Planned Development Permit, and Consideration of a Mitigated Negative Declaration – Continued from the May 17, 2017 Planning Commission Meeting**

A Public Hearing to consider a request from Stonebridge Properties for approval of a General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit for development of a 35-unit single-family residential subdivision on an 8.69-acre site located at 535 Levy Road. The zoning classification for the site is M-2 PD, while the General Plan land-use designation is IND. An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. **(Project Planner: Principal Planner, Steve Banks / Applicant: Stonebridge Properties)**

**2. PN 15-303, Folsom Heights Subdivision – Large Lot Tentative Vesting Subdivision Map, Small Lot Vesting Tentative Subdivision Map, Design Guidelines, and Development Agreement Amendment – Continued from the May 3, 2017 Planning Commission Meeting**

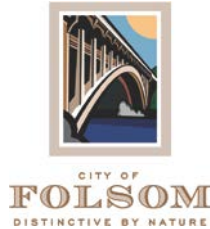
A Public Hearing to consider a request from Folsom Heights, LLC, for approval of a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Design Guidelines and Development Agreement Amendment for development of a 530-unit single-family residential subdivision on a 189.7-acre site located within the Folsom Plan Area. The project site is generally located south of U.S. Highway 50, north of White Rock Road, east of Empire Ranch Road, and west of the El Dorado County line. An Environmental Checklist and Addendum to the Folsom Plan Area Specific Plan EIR/EIS has been prepared for this project in accordance with the California Environmental Quality Act (CEQA).  
**(Project Planner: Principal Planner, Steve Banks / Applicant: Folsom Heights, LLC)**

**PLANNING COMMISSION / PLANNING MANAGER REPORT**

The next Planning Commission meeting is scheduled for **June 21, 2017**. 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, 2<sup>nd</sup> Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is 355-7222 and FAX number is 355-7274.

**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**  
**May 17, 2017**  
**CITY COUNCIL CHAMBERS**  
**6:30 P.M.**  
**50 Natoma Street**  
**Folsom, CA 95630**

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

**ABSENT:**

**CITIZEN COMMUNICATION:**

**MINUTES:** The minutes of May 3, 2017 were approved as submitted.

**CONTINUED ITEM**

**1. PN 16-171, Prospect Ridge Subdivision, 535 Levy Road – General Plan Amendment, Rezone, Tentative Subdivision Map, Planned Development Permit, and Consideration of a Mitigated Negative Declaration**

A Public Hearing to consider a request from StoneBridge Properties for approval of a General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit for development of a 35-unit single-family residential subdivision on an 8.69-acre site located at 535 Levy Road. The zoning classification for the site is M-2 PD, while the General Plan land-use designation is IND. An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. **(Project Planner: Principal Planner, Steve Banks / Applicant: StoneBridge Properties)**

COMMISSIONER ARNAZ MOVED TO CONTINUE PN 16-171, PROSPECT RIDGE SUBDIVISION, 535 LEVY ROAD – GENERAL PLAN AMENDMENT, REZONE, TENTATIVE SUBDIVISION MAP, PLANNED DEVELOPMENT PERMIT, AND CONSIDERATION OF A MITIGATED NEGATIVE DECLARATION TO THE JUNE 7, 2017 PLANNING COMMISSION MEETING.

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

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

**NEW BUSINESS**

**1. PN 17-082, 683 Loomis Circle (Lot 18) - Planned Development Modification**

A Public Hearing to consider a request from Colin Hammett for approval of an application for a Planned Development Permit Modification to reduce the side yard setback for Lot 18 within the Levy Road Estates Subdivision from 5 feet to 3.42 feet. The zoning designation for the site is R-4 PD (General Apartment, Planned Development District) and the General Plan designation is MHD (Multi-Family High Density). A Mitigated Negative Declaration and Mitigated Monitoring Program were previously approved for the Levy Road Estates Subdivision Project (PN 04-205) on December 14, 2004 in accordance with the California Environmental Quality Act (CEQA), and no new impacts have been identified that will result from the project that were not previously identified. **(Project Planner: Assistant Planner, Josh Kinkade / Applicant: Colin Hammett)**

COMMISSIONER RAITHEL MOVED TO APPROVE THE PLANNED DEVELOPMENT PERMIT MODIFICATION TO REDUCE THE SIDE YARD SETBACK REQUIREMENT FOR LOT 18 WITHIN THE LEVY ROAD ESTATES SUBDIVISION AS ILLUSTRATED ON ATTACHMENT 3 WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDING C; PLANNED DEVELOPMENT PERMIT FINDINGS D – K; CONDITIONS OF APPROVAL NO. 1 – 3.

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

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

**2. PN 17-129, Mangini Ranch Subdivision – Small-Lot Vesting Tentative Subdivision Map Modification and Extension, and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from Mangini North Holdings, LLC and White Rock Land Investors, LLC, for approval of a Small-Lot Vesting Tentative Subdivision Map Modification and Small-Lot Vesting Tentative Subdivision Map Extension for development of a 833-unit single-family residential subdivision on a 418-acre site within the Folsom Plan Area. The project site is generally located north of White Rock Road, east of Scott Road and west of Placerville Road (APN 072-0060-083, 072-0060-082, 072-0060-084, 072-0060-085). The Project has been determined to be exempt from the California Environmental Quality Act (CEQA) by Section 15182 of the CEQA Guidelines. **(Project Planner: Principal Planner, Steve Banks / Applicant: Mangini North Holdings, LLC and White Rock Land Investors, LLC)**

COMMISSIONER ARNAZ MOVED TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF AMENDING CONDITION NO. 3 FOR THE MANGINI RANCH SUBDIVISION PROJECT AS SHOWN ON ATTACHMENT 2;

AND

MOVED TO RECOMMEND TO CITY COUNCIL APPROVAL OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP EXTENSION FOR A PERIOD OF THREE YEARS (UNTIL JUNE 23, 2020) FOR DEVELOPMENT OF THE MANGINI RANCH SUBDIVISION PROJECT (PN 17-129) WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B MODIFIED AS FOLLOWS, "THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE ZONING CODE OF THE CITY, AND THE FOLSOM PLAN AREA SPECIFIC PLAN. ~~AS AMENDED BY THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT~~"; CEQA FINDINGS C – H STICKEN AND REPLACED WITH C THAT READS AS FOLLOWS, "A FINAL ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT WAS PREVIOUSLY CERTIFIED FOR THE FOLSOM



PLAN AREA SPECIFIC PLAN IN ACCORDANCE WITH CEQA AND NEPA. THE PROPOSED MANGINI RANCH RESIDENTIAL DEVELOPMENT PROJECT IS CONSISTENT WITH THE FEIR/EIS AND DOES NOT RESULT IN SUBSTANTIAL CHANGES TO THE FOLSOM PLAN AREA SPECIFIC PLAN. NO ADDITIONAL ENVIRONMENTAL REVIEW IS REQUIRED.” AND D THAT READS AS FOLLOWS, “THE FEASIBLE MITIGATION MEASURES SPECIFIED IN THE FOLSOM PLAN AREA SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT WILL BE IMPLEMENTED FOR THE PROPOSED VESTING LARGE LOT AND VESTING SMALL LOT TENTATIVE SUBDIVISION MAPS, CONSISTENT WITH CEQA GUIDELINES SECTION 15183(e).”; VESTING TENTATIVE SUBDIVISION MAP FINDINGS E - K; CONDITIONS OF APPROVAL NO. 1 – 181.

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

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

**3. PN 17-132, Enclave at Folsom Ranch Subdivision – Small-Lot Vesting Tentative Subdivision Map Modification and Extension, Planned Development Permit Extension, and Determination that the Project is Exempt from CEQA**

A Public Hearing to consider a request from Enclave at Folsom Ranch, LLC, for approval of a Small-Lot Vesting Tentative Subdivision Map Modification, a Small-Lot Vesting Tentative Subdivision Map Extension, and a Planned Development Permit Extension for development of a 111-unit single-family residential subdivision on a 14.7-acre site within the Folsom Plan Area. The project site is generally located south of Alder Creek Parkway, north of Street “1”, east of New Placerville Road, and west of Scott Road (APN 072-3190-036). The Project has been determined to be exempt from the California Environmental Quality Act (CEQA) by Section 15182 of the CEQA Guidelines. **(Project Planner: Principal Planner, Steve Banks / Applicant: Enclave at Folsom Ranch, LLC)**

COMMISSIONER SCOTT MOVED TO RECOMMEND CITY COUNCIL APPROVAL AMENDING CONDITION OF APPROVAL NO. 3 FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT AS SHOWN ON ATTACHMENT 2;

AND

MOVE TO RECOMMEND TO CITY COUNCIL APPROVAL OF THE TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT EXTENSION FOR A PERIOD OF TWO YEARS (UNTIL NOVEMBER 8, 2020) FOR DEVELOPMENT OF THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 17-132) WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDINGS C – H; TENTATIVE SUBDIVISION MAP FINDINGS I – O; TENTATIVE PARCEL MAP FINDINGS P – V; PLANNED DEVELOPMENT PERMIT FINDINGS W – Y; CONDITIONS OF APPROVAL NO. 1 – 211.

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

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

**Planning Commission/Planning Manager Report:**

None

RESPECTFULLY SUBMITTED,

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Amanda Palmer, SECRETARY

**APPROVED:**

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Ross Jackson, CHAIRMAN



CITY OF  
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## COMMUNITY DEVELOPMENT DEPARTMENT

DATE: 6/1/17  
TO: Planning Commission  
FROM: Scott A. Johnson, AICP  
SUBJECT: **PN 16-321, Prospect Ridge Subdivision, 535 Levy Road – General Plan Amendment, Rezone, Tentative Subdivision Map, Planned Development Permit, and Consideration of a Mitigated Negative Declaration – Continued from the May 17, 2017 Planning Commission Meeting**

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At the applicant's request, the Prospect Ridge Subdivision item, will be presented to the Planning Commission with the recommendation from City staff for continuation to the June 21, 2017 Planning Commission meeting.

Respectfully submitted,

Scott A. Johnson, AICP  
Planning Manager

**PLANNING COMMISSION STAFF REPORT**

<b>PROJECT TITLE</b>	Folsom Heights Subdivision
<b>PROPOSAL</b>	Request for approval of an Addendum to the Folsom Plan Area Specific Plan Final EIR-EIS, Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Development Agreement Amendment, Minor Administrative Modification, and Project Design Guidelines for development of a 530-unit residential and commercial community (Folsom Heights)
<b>RECOMMENDED ACTION</b>	Approve, based upon findings and subject to conditions
<b>OWNER/APPLICANT</b>	Folsom Heights, LLC
<b>LOCATION</b>	The 189.7-acre project site, which is located within the Folsom Plan Area, is generally located south of U.S. Highway 50, north of White Rock Road, east of Empire Ranch Road, and west of the El Dorado County line
<b>ASSESSORS PARCEL NUMBER</b>	APN: 072-0270-028, 072-0070-001, and 072-0070-023
<b>SITE CHARACTERISTICS</b>	The project site is situated near the base of the Sierra Nevada foothills. The topography is characterized by gently rolling hills covered in non-native and naturalized grasslands
<b>GENERAL PLAN DESIGNATIONS</b>	SF (Single Family) SFHD (Single Family High Density) MLD (Multifamily Low Density) GC (General Commercial) P-QP (Public /Quasi Public) OS (Open Space)

**ZONING/SP DESIGNATIONS**

SP-SF (Single Family)  
SP-SFHD (Single Family High Density)  
SP-MLD (Multifamily Low Density)  
SP-GC (General Commercial)  
SP-P/QP (Public /Quasi Public)  
SP-OS1 (Preserve Open Space)  
SP-OS2 (Passive Open Space)

**ADJACENT LAND USES/ZONING**

North: U.S. Highway 50 with undeveloped commercial property (SP 92-3) beyond

South: Undeveloped single-family residential property (SP-SF) with White Rock Road beyond

East: El Dorado County line with single-family residential development beyond

West: Empire Ranch Road with undeveloped single-family residential (SP-SF) and commercial property (SP-GC) beyond

**PREVIOUS ACTION**

City Council Approval of the Folsom Plan Area Specific Plan in 2011, City Council Approval of Tier 1 Development Agreement in 2011, City Council Approval of Folsom Plan Area Specific Plan Public Facilities Financing Plan in 2014, City Council Approval of First Amended and Restated Tier 1 Development Agreement in 2014, and City Council Approval of the Folsom Heights General Plan Amendment and Specific Plan Amendment in 2016

**FUTURE ACTION**

Recordation of the Large Lot and Small Lot Final Subdivision Maps, Approval of Improvement Plans, Approval of Design Review, Issuance of Grading and Building Permits, and Approval of the Inclusionary Housing Agreement

**APPLICABLE CODES**

FMC 16.00, Subdivisions  
FMC 17.37, Specific Plan District  
FMC 17.104, Inclusionary Housing  
Folsom Plan Area Specific Plan (FPASP)  
Subdivision Map Act  
Resolution No. 2370 Development Agreements

## **ENVIRONMENTAL REVIEW**

An Environmental Checklist and Addendum to the Folsom Plan Area Specific Plan (FPASP) EIR/EIS has been prepared for this project in accordance with the California Environmental Quality Act (CEQA)

### **ATTACHED REFERENCE MATERIAL**

1. Vicinity Map
2. Preliminary Site Plan and Phasing Exhibit, dated September 19, 2016
3. Illustrative Master Plan Exhibit, dated February 27, 2017
4. Vesting Large-Lot Tentative Subdivision Map, dated April 13, 2017
5. Vesting Small-Lot Tentative Subdivision Map, dated April 13, 2017
6. Preliminary Grading and Drainage Plan, dated April 13, 2017
7. Preliminary Utility Plan, dated April 13, 2017
8. Preliminary Off-Site Improvements, dated April 13, 2017
9. Proposed Trail System Modifications, dated December 14, 2016
10. Proposed Minor Administrative Modification Exhibit, dated February 17, 2017
11. Inclusionary Housing Plan, dated September 18, 2015
12. Folsom Heights Subdivision Design Guidelines
13. Folsom Heights DA Amendment No. 1 to First Amended and Restated Tier 1 DA
14. El Dorado Irrigation District Sewer and Water Service Letter, dated February 29, 2017
15. Draft Facilities Plan Report for the El Dorado Irrigation District
16. Environmental Checklist and Addendum to FPASP EIR/EIS
17. Capital Southeast Connector Letter, dated April 7, 2017
18. Trail System Master Plan for FPASP, dated May, 2017
19. Park Exhibit for the FPASP
20. Park Service Radius Exhibit, dated May 22, 2017
21. School Exhibit for the FPASP
22. Circulation Exhibit for the FPASP
23. Tentative Mapped Residential Unit Exhibit for FPASP, dated March 16, 2017
24. Tentative Mapped Residential Unit Summary List for FPASP, dated May 22, 2017
25. PG&E Service Territory Exhibit, dated November, 2014
26. SMUD Service Territory Exhibit, dated December, 2015
27. Prima Drive Road and Utility Easement Document, dated September 11, 2000
28. Measure W Open Space Exhibit
29. Minutes from May 3, 2017 Planning Commission Meeting
30. Site Photographs

### **PROJECT PLANNER**

Steve Banks, Principal Planner

### **BACKGROUND**

The 189.7-acre project site, which is located within the Folsom Plan Area, is generally located south of U.S. Highway 50, north of White Rock Road, east of future Empire Ranch Road, and west of the El Dorado County line. Mining is the dominant historical theme in the project area and in the surrounding lands. The region, later known as the Folsom Mining District, was extensively placer mined during the Gold Rush. Since the early 20<sup>th</sup> century, the property has been primarily utilized for cattle grazing and associated activities.

The proposed project site is part of the approved Folsom Plan Area Specific Plan (FPASP), which is a comprehensively planned community that proposes new development based upon principles of “Smart Growth” and Transit Oriented Development. Consistent with these principles, the FPASP includes a mix of residential, commercial, employment and public uses complemented by recreational amenities including a significant system of parks and open space, all within close proximity to one another and interconnected by a network of “Complete Streets”, trails and bikeways consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act). The FPASP includes 11,337 residential units at various densities on approximately 1,625 acres; 320 acres designated for commercial and industrial use; 275 acres designated for public/quasi-public uses, elementary/middle school/high schools, and community/neighborhood parks; and 1,065 acres for open-space areas.

On June 28, 2016, the City Council approved a General Plan Amendment and Specific Plan Amendment for the Folsom Heights project. The General Plan Amendment and Specific Plan Amendment resulted in the following modifications to the Folsom General Plan and the Folsom Plan Area Specific Plan relative to the Folsom Heights project area; reduced the amount of GC (General Commercial) acreage from 34.5-acres to 11.5-acres, increased the amount of SF (Single-Family) acreage from 35-acres to 37.7-acres, increased the amount of SFHD (Single-Family High Density) acreage from 31-acres to 58.2-acres, reduced the amount of MLD (Multi-Family Low Density) from 27.9-acres to 14.9-acres, Increase the amount of OS (Open Space) acreage from 43.1-acres to 47.2-acres, decreased the HWY RW (Open Space Highway) acreage from 8.7-acres to 8.0-acres as a result of a boundary survey, and provided 1.8-acres of PQP (Public/Quasi Public) for the purposes of constructing a water tank. It is important to note that while the commercial acreage was decreased from 35.5-acres to 11.5-acres, no additional residential units were yielded as a result of this amendment.

The proposed project was considered by the Planning Commission at its May 3, 2017 meeting. At this meeting, a number of Commissioners expressed various concerns regarding the proposed project. The following is a list of key questions, concerns, and issues that were raised at the aforementioned meeting:

- Consistency with the General Plan and the Folsom Plan Area Specific Plan
- Residential density of the proposed project
- Overall residential density increase in the Folsom Plan Area
- Variation in the proposed residential lot sizes
- Management of small open space areas within the subdivision
- Proximity of the project to public park facilities
- Pedestrian and bicycle access to Neighborhood Park No. 1
- Pedestrian and bicycle access to the three commercial parcels
- Pedestrian access to the open space areas
- Location of neighborhood focal points
- Proximity of the project to public school facilities
- Impact to the existing transportation infrastructure north of U.S. Highway 50
- Funding for the proposed transportation infrastructure improvements
- Utility service providers (gas and electric) for the proposed project
- Water service being provided by the El Dorado Irrigation District (EID)
- Differences between open space designations

A number of other Planning Commissioners expressed support for the proposed project and indicated that they believed the project was consistent with the Folsom Plan Area Specific Plan. Two members of the public spoke regarding the proposed project. A motion was introduced to approve the proposed project and that motion failed by a vote of 4-3. The Commission was not able to establish the findings necessary to deny the project, as a result, the Commission elected to continue the project to the June 7, 2017 Planning Commission meeting. Subsequent to the May 3, 2017 Planning Commission meeting, the applicant provided City staff with additional materials and information in an effort to address the questions and concerns of the Commission. The additional materials have been provided as attachments to this staff report, while the supplemental information has been incorporated into the appropriate sections of the staff report.

### **APPLICANT'S PROPOSAL**

The applicant, Folsom Heights, LLC, is requesting approval of a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Development Agreement Amendment, and Minor Administrative Modification for development of a 530-unit residential and commercial community on a 189.7-acre site located within the northeast portion of the Folsom Plan Area. The Large-Lot Vesting Tentative Subdivision Map is proposed to subdivide the 189.7-acre project site into twenty-five (25) individual parcels for future development. The Small-Lot Tentative Subdivision Map is proposed to subdivide eight (8) of the large parcels into 407 single-family residential lots (SF and SFHD zoning designations). The Development Agreement Amendment (Amendment No. 1 to the First Amended and Restated Tier 1 Development Agreement) is proposed to amend the timing of specific requirements relative to the approval of the Tentative Subdivision Maps as well as other development requirements to be discussed in more detail later in this staff report. The Minor Administrative Modification is proposed to make refinements to the open space area boundaries and refinements to the SF (Single-Family) and SFHD (Single-Family High Density) area boundaries.

As part of this development application, the applicant has submitted a comprehensive set of design guidelines (Attachment 12) for the Folsom Heights Subdivision. The primary purpose of the design guidelines is to articulate the architectural and design expectations for a comprehensive vision of the proposed residential neighborhoods; the common area landscapes, hardscapes, open spaces, fencing, entry features and site lighting; and the design character of individual homes. It is important to note that the applicant has not submitted specific architectural and design details (building elevations, floor plans, color/materials board, etc.) for the proposed single-family homes at this time. The final design details are subject to review and approval by the Planning Commission as part of a future Design Review application.

As noted earlier, the 189.7-acre project site is located in the northeast corner of the Folsom Plan Area and is generally bounded by U.S. Highway 50 to the north, the future Russell Ranch Subdivision to the south and west, future Empire Ranch Road to the west, and the El Dorado County Line to the east. Vehicle access to and from the project site will be primarily provided by three access roads situated along the southerly extension of Empire Ranch Road. In addition, vehicle access will be provided by the extension of Prima Drive from its current terminus at Stonebriar Drive in El Dorado Hills. Legal access for the extension of Prima Drive was obtained on September 11, 2000 through and recordation of a 60-foot-wide public access and utility easement. Internal circulation is facilitated by a series of two-way public streets and courts which provide access throughout the project site. Pedestrian circulation is accommodated by a combination of sidewalks and bicycle/pedestrian trails. Proposed on-site improvements include underground



utilities, stormwater detention basins, sewer lift stations, retaining walls, sound walls, on-street parking, streets, sidewalks, curbs, gutters, bicycle/pedestrian trails, site lighting, and site landscaping. Proposed off-site improvements include underground utilities, a stormwater detention basin, a storm drain line maintenance road, streets, sidewalks, curbs, gutters, and street lighting. It is important to note that the El Dorado Irrigation District (EID) will provide water and sewer service to the proposed project as the project site is located within their service district. In addition, the El Dorado Hills Fire Department will also be providing fire services to the project area with the initial first phase of the project.

### **GENERAL PLAN AND SPECIFIC PLAN CONSISTENCY**

In 2011, the City of Folsom adopted a General Plan Amendment for the circulation and land use designations, as well as, the Folsom Plan Area Specific Plan (FPASP) which is designed to guide and regulate development for the area south of U.S. Highway 50. In 2016, the City Council approved a General Plan Amendment and Specific Plan Amendment for Folsom Heights which resulted in a redistribution of various land use categories including SF, SFHD, MLD, OS, HWY RW, and PQP. The current land use designations in the Specific Plan correspond with the General Plan designation boundary lines. The adopted General Plan land use designations for the project site are SF (Single Family), SFHD (Single Family High Density), MLD (Multifamily Low Density), GC (General Commercial), P-QP (Public /Quasi Public), and OS (Open Space), while the Specific Plan land use designations are SP-SF (Single Family), SP-SFHD (Single Family High Density), SP-MLD (Multifamily Low Density), SP-GC (General Commercial), SP-P/QP (Public /Quasi Public), SP-OS1 (Preserve Open Space), and SP-OS2 (Passive Open Space). There are no changes to the adopted General Plan and Specific Plan land use designations for the proposed Folsom Heights Subdivision project with the exception of a Minor Administrative Modification (MAM). The MAM includes refinements to the Open Space (OS) boundary lines and a modification to a Single-Family (SF) and Single-Family High Density (SFHD) boundary line, both of which are consistent with the provisions of the 2011 FPASP. With approval of the MAM, the Folsom Heights Subdivision project will be developed consistent with the adopted General Plan and Specific Plan land use designations.

The City of Folsom General Plan outlines a number of goals, policies, and implementation programs designed to guide the physical, economic, and environmental growth of the City. State law requires the Folsom Plan Area Specific Plan to be consistent with the General Plan including its goals and policies. The proposed project is consistent with the General Plan goals and policies as well as the Specific Plan objectives and policies as outlined and discussed below:

### **RELEVANT GENERAL PLAN GOALS AND POLICIES**

#### **GP GOAL 1 (Land Use)**

To retain and enhance Folsom's quality of life, separate identify, and sense of community.

#### **GP POLICY 1.1**

New development shall preserve and/or enhance to the maximum degree feasible, the existing natural vegetation, landscape features, and open space consistent with the Goals and Policies of this plan.

The Folsom Heights Subdivision project is consistent with this policy in that 47.2-acres of open space area are being provided. The open space area increased from 43.1-acres to 47.2-

acres with approval of the Folsom Heights General Plan Amendment and Specific Plan Amendment in 2016. The amount of open space provided by the Folsom Heights Subdivision is consistent with and exceeds the open space requirement (30%) established by Measure W. The Folsom Heights Subdivision also includes enhanced landscape areas interspersed throughout the residential portions of the project site, further ensuring consistency with General Plan Policy 1.1.

**GP GOAL 8 (Land Use)**

To allow a variety of housing types which provide living choices for Folsom residents.

**GP POLICY 8.2**

In order to promote a more diverse housing stock and to allow for a greater mix of compatible densities, five residential density ranges shall be established and applied to various residential areas. Examples of these housing types are defined in Figure 21-5 of the General Plan.

The Folsom Heights Subdivision project is consistent with this policy in that the subdivision includes development of single-family detached homes, which are one of the five permitted housing types identified within General Plan Figure 21.5. In addition, the proposed project includes two MLD-zoned parcels that can accommodate attached single-family residential units or attached multi-family residential units, both of which are permitted housing types.

**GP POLICY 8.4**

All residential development or residential portions of multi-use developments shall contain a minimum of 30 percent of the land in natural or improved open space, exclusive of roadways and parking lots.

As part of a master planned community, the FPASP has provided 30 percent of the land within the Plan Area as natural open space. While not required on a project-specific basis, the Folsom Heights Subdivision project includes approximately 61-acres of natural or improved open space and landscaped areas, which equates to 32.1 percent of the land within the development. In addition, this particular policy does not apply to the FPASP because the FPASP has provided 30 percent open space as shown on Table 4.1 of the FPASP.

**GP POLICY 8.5**

Sufficient off-street parking for residents shall be included in the design of all residential projects.

The Folsom Heights Subdivision project is consistent with this policy in that two off-street parking spaces will be provided for each single-family residential unit, thus meeting the parking requirements established by the Folsom Municipal Code, Section 17.57.040. In addition, one on-street parking space will provided for each single-family residential unit, thereby affording additional parking opportunities for residents and guests.

**GP GOAL 9 (Land Use)**

To set criteria which would allow for flexibility in the sitting of land uses within a planned area.

### GP POLICY 9.3

To encourage the preservation of open spaces and natural features of the landscape, a project applicant may be allowed to concentrate the proposed development on a portion of the site through the clustering of buildings, smaller lot sizes, taller buildings, provided that the overall unit buildout within the plan area shall not exceed that authorized by the Land Use Element of the General Plan.

The Folsom Heights Subdivision is consistent with this policy in that all of the proposed land uses are consistent (in location and size) with the FPASP Land Use Plan as amended by the City Council on June 28, 2016. Significant amounts of natural open space areas have been preserved within the Folsom Heights Subdivision boundaries, thus preserving many of the natural features within the project site. In addition, the project includes a maximum of 530 residential units, which is consistent with the unit allocation prescribed by the FPASP.

## **RELEVANT SPECIFIC PLAN GOALS AND POLICIES**

### **SP OBJECTIVE 4.2 (Land Use)**

Locate commercial centers, public buildings, parks, and schools within walking distance of residential neighborhoods.

### **SP OBJECTIVE 4.3 (Land Use)**

Provide open space areas for preservation and conservation of natural features, for limited recreational facilities and to provide visual relief.

### **SP OBJECTIVE 4.4 (Land Use)**

Provide required park sites throughout the Plan Area that are linked by sidewalks, bike paths, and trails to promote pedestrian and bicycle usage.

### **SP OBJECTIVE 4.5 (Land Use)**

Provide required school sites within walking distance of residential neighborhoods in the Plan Area to accommodate the needs of future residents.

### **SP OBJECTIVE 4.6 (Land Use)**

Provide a public transit corridor that connects transit-oriented developments of higher density residential uses to commercial, light industrial/office park, and offices uses and offers opportunities for regional transit connections.

### **SP POLICY 4.1**

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

The Folsom Heights Subdivision has an extensive planned trail system that is linked to and consistent with the overall trail system within the FPASP. At the recommendation of the Parks and Recreation Commission, additional enhancements and connections have been made to the FPASP Master Trail System that will result in the doubling in length to 1.7 miles of Class I trails located within the Folsom Heights Subdivision. Attachment No. 9 and



No. 18 show the proposed Class I trail modifications associated with the Folsom Heights Subdivision and the resulting Class I Trail System for the entire FPASP.

Walking and biking to the commercial sites within the Folsom Height Subdivision has been designed to facilitate safe and direct pedestrian/bicycle traffic to these sites via the four locations shown on the Small Lot Vesting Tentative Subdivision Map (at E Drive, F Drive, H Drive and G Drive). Access from G Drive and H Drive(s) will be non-vehicular only; F Drive and E Drive will be both vehicular and non-vehicular access points with F Drive pedestrian access along the outside edge of the roundabout provided. The intersection of B Drive and E Drive will likely be the main entrance to the commercial site. Vehicle traffic onto B Drive will be controlled by the un-signalized intersection at Empire Ranch Road. Given the limited and controlled traffic pattern, pedestrian crossing at the B Drive location will be accomplished via crosswalks at the B Drive/E Drive intersection.

#### SP POLICY 4.2

Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.

Given that the FPASP does not allocate a school or park site within the Folsom Heights Subdivision boundary, the trail system and open space become the focal points for the proposed project. Trailheads are anticipated at all trail connections with residential streets within the Folsom Heights Subdivision, the actual design and location(s) of trailheads will be determined at the time of Small-Lot Final Map and/or Improvement Plan approval in conjunction with the requirements of the Parks and Recreation Department.

#### SP POLICY 4.3

Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.

There are multiple pedestrian access points to the open space areas within the Folsom Heights Subdivision. The individual open space lots shown on the Folsom Heights Small Lot Vesting Tentative Subdivision Map are for identification only for the purpose of the Tentative Subdivision Map and associated Conditions of Approval; there will be no line or physical barrier between these open space lots when they are developed. The trails provide access to all of the areas within the open space intended for public access.

#### SP POLICY 4.4

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

The FPASP provides home ownership opportunities within the SF (Single-Family), SFHD (Single-Family High Density), and MLD (Multi-Family Low Density) land use designated areas. Residential development in the MMD (Multi-Family Medium Density), MHD (Multi-Family High Density) and MU (Mixed-Use) land use categories may provide 'for rent' opportunities; however home ownership may also be accommodated in 'for sale' condos, townhomes, etc. at the time of development of these particular parcels. The Folsom Heights Subdivision project is consistent with this policy in that it will provide home

ownership opportunities and potentially rental opportunities within the SF, SFHD, and MLD-zoned parcels.

#### SP POLICY 4.6

As established by the FPASP, the total number of dwelling units for the Plan Area shall not exceed 11,337. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area which has generally led to an increase in residentially-zoned land and a decrease in commercially-zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,337. The various Specific Plan Amendment EIRs/Addendums analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area. Where additional units/population created justification, park in-lieu fees are required to be paid by individual project(s), as required by the project(s) Conditions of Approval in order to help fund construction of parks designated in the FPASP. In addition, the conversion of the commercial acreage to residential land uses caused no impact on the overall residential density of the Plan Area. The overall residential density for the FPASP as adopted in 2011 was 6.7 dwelling units per acre; the overall residential density of the FPASP currently is 6.6 dwelling units per acre. The proposed project does not result in an increase in dwelling units above the maximum of 11,337 units.

#### SP POLICY 4.9

Subdivisions of 200 dwelling units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children's play areas, picnic areas, and unprogrammed turf areas. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.

At the time that the FPASP was adopted in 2011, the City Council directed that there be fewer but larger parks in the FPASP so that it would be more efficient for the City to program and maintain these parks (as opposed to smaller parks dispersed throughout the Plan Area). To that end, the FPASP was approved with two (2) large community parks approximately 20-50 acres in size that have a general service radius of 1.0 mile (Community Park West and Community Park East). Additionally, five (5) joint-use neighborhood parks were provided which are approximately 7-10 acres in size and have a service radius of .5 miles. The Folsom Heights Subdivision project is proposed consistent with the GP/SP designations for the project site as there is no park/school designated within the project area. The closest community park to project site is Community Park East (CPE) and the nearest neighborhood park is Neighborhood Park 1 (NP1). Pedestrian and bicycle access to the aforementioned parks will be provided by a signalized intersection and an interchange (Empire Ranch Road/Alder Creek Parkway and Empire Ranch Road/U.S Highway 50



Interchange) with pedestrian-controlled crossing features. Attachment No. 20 shows the park radius map.

As noted above, Policy 4.9 encourages, but does not require, subdivisions with over 200 lots to develop a park amenity. In 2015, in conjunction with evaluating the Westland Eagle General Plan Amendment and Specific Plan Amendment project, City staff recommended that the applicant provide an additional park amenity within the Westland Eagle development area. On September 22, 2015, the City Council reviewed the Westland Eagle project and determined that the Folsom Plan Area Specific Plan, which features two community parks and five neighborhood parks, includes a sufficient number of parks to serve the residents and that no additional parks should be required. In following with the aforementioned City Council Policy, staff has determined that CPE and NP1 will adequately service the park needs of residents within the proposed project and no additional parks are required.

#### SP POLICY 4.15

Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Section 7.08C of the Folsom City Charter.

The FPASP provides one of the largest natural open space areas in the Sacramento Region with over 1,065-acres of open space which equates to approximately 30.3% of the overall Plan Area. The FPASP open space plan exemplifies the SACOG Smart Growth Principals not only in protecting and preserving natural resources in the Plan Area, but also ensuring that these resources can be used to provide outdoor recreational and educational opportunities for Plan Area residents. The FPASP open space plan preserves wetlands, Alder Creek and its tributaries, oak woodlands, and cultural features for the use and benefit of all Folsom residents. The FPASP includes two distinct open space zoning categories within the open space land use designation. The first zone, preserve open space (SP-OS1), is more restrictive of the two and is intended to preserve and protect wetlands, vernal pools, ponds, and creeks. The second zone, passive open space (SP-OS2), is less restrictive than the first and is intended to provide passive recreational uses including walking, hiking, and bicycling on designated paved and unpaved trails. The Folsom Heights Subdivision project which includes 47.2-acres of open space area (increased from 43.1-acre to 47.2-acres with 2016 General Plan Amendment and Specific Plan Amendment), is consistent with the FPASP in that the open space areas are located in the appropriate locations as identified on the FPASP Open Space Plan.

#### SP POLICY 4.22

Land shall be reserved for schools are required by the City of Folsom and the Folsom-Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.1 of the FPASP.

Based on the current FPASP build-out of approximately 11,337 residential units, the Folsom-Cordova School District has determined that the Plan Area will create the demand for five elementary schools and one combined middle/high school campus. The elementary school sites are equally distributed throughout the Plan Area, while the middle/high school is located in the south-central portion of the Plan Area. The first elementary school (Elementary School No. 1) is projected to be constructed in 2020. With respect to the

Folsom Heights Subdivision project, the closest elementary school (Elementary School No. 1) will be located on the west side of future Empire Ranch Road, approximately 600 feet from the closest edge of the proposed subdivision. Depending on the residential build-out rate for the Plan Area, Elementary School No. 3 (located on west side of Empire Ranch Road) may be constructed in the 2022-2023 timeframe.

With the passage of Measure M in March of 2007, the Folsom-Cordova Unified School District created its third School Facilities Improvement District (SFID 3) which encompasses District areas south of U.S. Highway 50 including the Plan Area. The State of California (Government Code Section 65995) establishes the maximum fee that a school district can impose on residential development or construction to address the impacts associated with an increase in student population. In the specific case of the Folsom Cordova Unified School District, the established residential impact fee is approximately \$6.24 per square foot. Based on the aforementioned impact fee, the District expects to generate approximately \$8,268,000 (\$15,600 per unit) in revenue from the Folsom Heights Subdivision project. Under state law, the City is prohibited from denying or refusing to approve a residential subdivision based on the adequacy of the existing school facilities as long as the developer agrees to pay the required school impact fees (Government Code Section 65995).

**GP and SP OBJECTIVE H-1 (Housing)**

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

**GP and SP POLICY H-1.1**

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

The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The FPASP includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU). The Folsom Heights Subdivision includes three SF designated parcels developed at a density of 3.1 to 3.5 dwelling units per acre, five SFMD designated parcels developed at a density of 4.4 to 6.1 dwelling units per acre, and two MLD designated parcels developed at a density of 9 dwelling units per acre. The aforementioned densities are consistent with the residential densities established by the FPASP. Attachment No. 23 and No. 24 show the Tentative Subdivision Maps that have been approved in the Folsom Plan Area to date and also include a list of approved subdivisions with specific unit counts.

**SP OBJECTIVE 7.1 (Circulation)**

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



### SP POLICY 7.1

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

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

### **MEASURE W**

In 2004, the City of Folsom electorate voted in favor of Measure W, which was an amendment to the City Charter regarding local control of the Folsom Plan Area south of U.S. Highway 50. Measure W included seven major components including: water supply, transportation, open space, schools, development plan, public notice, and implementation. The Folsom Plan Area Specific Plan complied with each of the aforementioned components through the provision of at least 30% open space, adoption of a transportation infrastructure funding and phasing plan, identification and securing of a water source, submission of a funding and construction plan for school facilities to the FCUSD, adoption of a General Plan Amendment for the Plan Area, conducting a comprehensive series of public meetings and hearings, and adoption of the required documents (including CEQA) to approve the FPASP. The Folsom Heights Subdivision project is consistent with the FPASP, and thus is in compliance with the requirements of Measure W.

### **LAND USE COMPATIBILITY**

The 189.7-acre Folsom Heights Subdivision project site is primarily surrounded by vacant and undeveloped property, with the exception of the eastern portion of the project site, which is bounded by existing single-family residential development within El Dorado County. As a point of reference, the proposed single-family residential lots are located an average of 230 feet away from the existing single-family residences within El Dorado Hills. As noted earlier within this report, the project site is located within the Folsom Plan Area and is generally located south of U.S. Highway 50, north and east of the future Russell Ranch Subdivision, west of the El Dorado County Line, and east of Empire Ranch Road. The proposed project, which is primarily residential in nature with a mixture of 407 single-family residential units and the capacity for up to 123 additional single-family or multi-family residential units (530 residential units in total), also contains three commercially-designated parcels which are situated in the northern portion of the site. Based on the fact that the proposed project is consistent with the land use designations in the FPASP, and that the project meets all of the policies and regulations contained therein, staff has determined that the project is compatible with both the current and future planned land uses.



## MINOR ADMINISTRATIVE MODIFICATION

The approved Folsom Heights Subdivision land use plan includes a mixture of land uses and improvements including SF (Single Family), SFHD (Single Family High Density), MLD (Multifamily Low Density), GC (General Commercial), P-QP (Public /Quasi Public), and OS (Open Space), and major roadways as shown in the 2011 Folsom Plan Area Specific Plan and as amended by the City in 2016. With the subject application, the applicant is proposing the following Minor Administrative Modifications to the approved land use plan (Attachment 10):

- Refinement to OS (Open Space) Boundary Lines: A modification to the location of the OS (Open Space) boundary lines is proposed in an effort to preserve and protect specific open space areas (certain areas that include hillsides and wetlands) and to accommodate Class I bicycle trails within the plan area. The refinement to the OS boundary lines does not alter the amount of open space in the plan area (47.2 acres) and is consistent with the requirements of Measure W.
- Refinement to the SF (Single-Family) and SFHD (Single-Family High Density) Boundary Lines: A modification is proposed to shift six (6) single-family residential lots within the plan area from the SFHD land use designation to the SF land use designation in order to ensure that all residential lots located on “H” Drive (similar-sized lots) are within the same Specific Plan Designation (SF) and on the same Tentative Map large lot. The refinement to the SF and SFHD boundary lines does not alter the number of single-family residential units approved for the plan area (530 units).

The 2011 Folsom Plan Area Specific Plan (FPASP) states that, “Minor Administrative Amendments (MAM) to the FPASP that are consistent with and do not substantially change its overall intent, such as minor amendments to the land use locations and parcel boundaries shown in FPASP Figure 4.1 and 4.3 and the land use acreages shown in FPASP Table 4.1 may be approved administratively by the Community Development Department, provided that the following criteria (as shown below) are met.” Minor Administrative Amendment (MAM) compliance criteria are listed as follows (The findings for this project, as approved by the Community Development Department, for compliance with the FPASP Minor Administrative Modification criteria are shown in parenthesis and underlined):

- The proposed modification is within the Plan Area.  
(The proposed modifications are within the FPASP Plan Area.)
- The modification does not reduce the size of the proposed Town Center.  
(The proposed Town Center is not a part of this project.)
- The modification maintains compliance with City Charter Section 7.08, previously known as Measure W.  
(The proposed modifications comply with Measure W in that the proposed project meets the amount of open space allocated to the property per the approved 2011 FPASP and exceeds the required amount of open space as a result of the 2016 Folsom Heights GPA/SPA.)

- The general land use pattern remains consistent with the intent and spirit of the FPASP.  
(The general land use pattern remains consistent with the intent and spirit of the FPASP.)
- The proposed changes do not substantially alter the backbone infrastructure network.  
(The proposed changes do not alter the backbone infrastructure network.)
- The proposed modification offers equal or superior improvements to development capacity or standards.  
(The proposed modifications do not alter development capacity or standards.)
- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.  
(The proposed modifications do not increase environmental impacts beyond those identified in the EIR/EIS.)
- Relocated park or school parcels continue to meet the standards for the type of park or school proposed.  
(There is no change to park or school locations.)
- Relocated park or school parcels remain within walking distance of the residents they serve.  
(There is no change to park or school locations.)

#### **DEVELOPMENT AGREEMENT AMENDMENT**

On August 28, 2014, the landowner and the City entered into the First Amended and Restated Tier 1 Development Agreement relative to the Folsom South Specific Plan. As required by the Amended and Restated Development Agreement (ARDA), and as a part of the Large-Lot and Small-Lot Vesting Tentative Subdivision Map approvals for the Folsom Heights Subdivision project, the applicant is proposing Amendment No. 1 to the First Amended and Restated Tier 1 Development Agreement between the City of Folsom and Folsom Heights, LLC (Attachment 13). This Amendment to the ARDA applies only to the Folsom Heights Subdivision project. The summarized specifics of the changes or amendments to the ARDA are discussed below:

As proposed, the Development Agreement Amendment serves three primary purposes including: modifying the timing of certain requirements related to the approval of the tentative subdivision maps otherwise required by Section 2.5.3 of the Restated Development Agreement; including the conditions of approval for the Tentative Subdivision Maps associated with the project within the definition of Entitlements as that term is used throughout the Restated Development Agreement; and clarifying certain provisions related to identification of sites for a corporation yard and high school/middle school as provided for in Sections 2.2.3.4 and 2.5.3B of the Restated Development Agreement. City staff has conducted a thorough review of the proposed modifications and is supportive of the Development Agreement Amendment.

### **LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP**

A Large-Lot Vesting Tentative Subdivision Map is proposed to subdivide the existing 189.7-acre project site into twenty five (25) individual parcels for future sale. The 25 individual lots include eleven (11) Open Space (OS) parcels, five (5) Single-Family High Density (SFHD) parcels, three (3) Single-Family (SF) parcels, three (3) General Commercial (GC) parcels, two (2) Multi-Family Low Density (MLD) parcels, and one (1) Public/Quasi-Public (PQP) parcel. The ultimate purpose of the Large-Lot Vesting Subdivision Map is to facilitate the land division, sale/financing, and potential development of the individual parcels at a future date. In and of itself, the Large-Lot Map does not permit development of any of the parcels it creates. It does, however, create the necessary easements to allow for roads and utilities to be built to facilitate the development of those parcels subject to future approval of discretionary entitlements. Eight (8) of the aforementioned parcels (SF and SFHD lots) are subject to development under the proposed project. The balance of the remaining developable parcels (MLD and GC lots) is subject to further discretionary review before any development can occur. No specific development proposals have been made for those large-lot parcels at this time; however a maximum of 123 residential units could be developed on the two MLD-zoned parcels within the development. Further discretionary approval would be required for development of the two MLD-zoned parcels.

### **SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

A Small-Lot Vesting Tentative Subdivision Map is proposed to subdivide eight (8) of the newly-created large lots into 407 single-family residential lots. The proposed residential lots, generally range in size from 4,725 square feet (minimum of 45' by 105') up to 6,825 square feet (minimum of 65' by 105'), although there a number of lots throughout the subdivision which are larger. Specifically, 55 of the 134 SF-designated residential lots are over 8,500 square feet in size; with 31 of those SF-designated lots being over 10,000 square feet in size (largest lot size is 19,832 S.F.) In addition, the average SF-designated residential lot size is 9,000 S.F. All roadways (streets and courts) within the subdivision are proposed to be public streets. As a result, staff has included a condition (Condition No. 106) that requires the applicant to dedicate public utility easements for underground facilities on properties adjacent to the streets. Staff also recommends that owner/applicant form a homeowners association and establish CC & R's for the proposed subdivision (Condition No. 105). Staff has determined that the proposed Small-Lot Vesting Tentative Subdivision Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

### **Traffic/Access/Circulation**

The Folsom Plan Area Specific Plan established a series of plans and policies for the circulation system within the entire Plan Area. The FPASP circulation system was designed with a sustainable community focus on the movement of people, not cars, and provides a number of mobility alternatives such as walking, cycling, carpooling, and viable forms of public transportation in addition to vehicular circulation. The circulation plan evaluated regional travel, both in terms of connectivity and capacity as well as local internal connections and access. The circulation plan also addressed the concerns of regional traffic, including parallel capacity to U.S. Highway 50, and connectivity with surrounding jurisdictions while considering community-wide connectivity, alternative modes of travel, and the provision of complete streets.

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-

five (55) traffic-related mitigation measures associated with development of the FPASA which are included as conditions of approval for the Folsom Heights Subdivision project (Conditions No. 121-174). Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to; fund and construct roadway improvements within the Plan Area, pay fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Folsom Heights Subdivision is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS.

On March 10, 2016, MRO Engineers completed a Traffic Impact Analysis for the initial Folsom Heights Subdivision project (an Addendum to the FPASP EIR/EIS was certified in association with the Folsom Heights General Plan Amendment and Specific Plan Amendment) and determined that the traffic impacts associated with that project had been adequately addressed in the 2011 Folsom Plan Area Specific Plan EIR/EIS. On December 30, 2016, MRO Engineers completed a Consistency Assessment for the current Folsom Heights Subdivision project (includes Large-Lot VTSM, Small-Lot VTSM) to ensure that no additional impacts would occur that were not previously identified and addressed by the 2011 FPASP EIR/EIS and the 2016 Folsom Heights Addendum to the FPASP EIR/EIS. The Assessment determined that the traffic impacts associated with the current Folsom Heights proposal are consistent with the findings documented in previous environmental analyses. In addition to the Assessment, and at the request of the El Dorado Hills Community Services District and the El Dorado County Community Development Agency, a supplemental Traffic Impact Analysis was prepared by MRO Engineers to evaluate the potential impacts of the proposed project at two street intersections and two street segments located to the east of the project site in El Dorado County.

As mentioned previously, the traffic, access, and circulation analysis associated with the proposed project is based on the results of a focused Traffic Impact Analysis prepared by MRO Engineers on December 30, 2016. The traffic study analyzed traffic operations in the vicinity of the project site under four scenarios: Existing Conditions, Existing Plus Project Conditions, Cumulative No Project Conditions, and Cumulative Plus Project Conditions. Potential impacts of the project were evaluated at two street intersections (White Rock Road/Stonebriar Drive/Four Seasons Drive and Stonebriar Drive/Prima Drive) in El Dorado County and at two road segments (White Rock Road between Stonebriar Drive and the El Dorado County Line and White Rock Road between Stonebriar Drive and Manchester Drive).

The proposed Folsom Heights Subdivision project is expected to generate 692 vehicle trips during the weekday AM peak hour (282 inbound and 410 outbound) and 1,157 vehicle trips during the weekday PM peak hour (642 inbound and 515 outbound). Based on the relatively modest volume of vehicle trips and the proposed street network associated with the proposed project, no change in level of service (LOS A/LOS B) is projected during the AM or PM peak hour at the two study intersections under Existing Plus Project Conditions or Cumulative Plus Project Conditions. The study determined that the Stonebriar Drive/Prima Drive intersection will also have insufficient traffic volumes to meet the "Peak Hour" warrants for installation of a traffic signal. In addition, the project-related impacts at the two study intersections and the two road segments are considered less than significant under Existing Plus Project Conditions and Cumulative Plus Project Conditions.



The proposed project was reviewed by the Traffic Safety Committee at its February 23, 2017 meeting. At the aforementioned meeting, the Committee was generally supportive of the access and circulation system as shown on the submitted site plan. As a result, the Committee recommended approval of the access and circulation plan associated with the proposed project.

### **Noise**

A supplemental Environmental Noise Assessment was prepared by Bollard Acoustical on March 10, 2017 in order to verify that there would be no new noise-related impacts associated with the proposed project that were not contemplated and addressed by the 2011 FPASP EIR/EIS and the 2016 Folsom Heights Addendum to the FPASP EIR/EIS. The supplemental Assessment focused on future traffic noise level impacts to single-family residences located nearest to U.S. Highway 50, Empire Ranch Road, and White Rock Road. The Assessment determined that portions of the subdivision closest to Empire Ranch Road and White Rock Road will be exposed to future traffic noise levels in excess of the City of Folsom interior (45 Dba) and exterior (60 Dba) noise level standards. To achieve compliance with the required interior and exterior noise level standards, staff recommends that the following measures be implemented (Condition No. 90):

- Traffic noise barriers shall be constructed along selected lots adjacent to White Rock Road (Lots 1-6) and future Empire Ranch Road (Lots 18-23) at the locations indicated on Figures 2 and 3 within the Environmental Noise Assessment. The noise barriers shall be six-foot-tall relative to backyard elevation. The final location, design, materials, and colors of the noise barriers shall be to the satisfaction of the Community Development Department.
- All second-floor bedroom windows of selected lots adjacent to White Rock Road (Lots 1-3) and future Empire Ranch Road (Lots 20-21) from which the roadway is visible shall be upgraded to a minimum STC rating of 32 (Shown on Figures 2 and 3 within the Environmental Noise Assessment).
- Mechanical ventilation (air conditioning) shall be provided for all single-family residences within the Folsom Heights Subdivision to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.

### **Project Phasing**

The Folsom Heights Subdivision project is proposed to be developed in four (4) phases (Attachment 2). Phase 1 includes development of 135 single-family residential units, the sewer system, primary vehicular access via Prima Drive to Stonebriar Drive, temporary emergency-only vehicular access via Winterfield Drive, and other related infrastructure improvements. Phase 2 includes development of 266 residential units, sections the sewer system, primary vehicular access via Alder Creek Parkway to Placerville Road, and other related infrastructure. With development of Phase 2, the temporary emergency-only vehicle access via Winterfield Drive will be eliminated. Phase 3 includes development of 129 residential units, vehicle access via a segment of Empire Ranch Road, the sewer system, and other related infrastructure. Phase 4 includes development of the commercial parcels, vehicle access via a segment of Empire Ranch Road, and other related infrastructure. It is important to note that future development of all phases requires Planning Commission approval of a Design Review Application or a Planned Development Permit.

## **Grading**

The Folsom Heights Subdivision project area has a centrally located ridge/high point and slopes downgrade to the northeast, southeast and southwest. The maximum elevation is approximately 796 feet in the central portion of the project area. The area then slopes about 200 feet northeast towards the northeast portion of the property, to an elevation of approximately 600 feet along the easterly edge of the property. The area also slopes in a southwesterly and southeasterly direction to elevations of 645 feet and 570 feet respectively. The project grading will create approximately 407 single family lots with pad elevations ranging from 596 feet to 756 feet, and five larger parcels to be used for medium density residential use and commercial uses. Development of the project site is anticipated to require moderate movement of soils and the compaction of said materials. The applicant will be required to provide a complete geotechnical report before the design of streets and building foundations are finalized. Condition No. 19 is included to reflect this requirement.

The grading concept for the Folsom Heights Subdivision project is similar to that of the recently-approved Russell Ranch Subdivision and Broadstone Estates Subdivision in that it creates a number of landscaped terraces between residential lots in the steeper sloped areas of the development. The advantage of this design is that homeowners have affordable unobstructed views and the adjacent sloped areas are landscaped and maintained by the homeowner's association. The landscape terraces are designed to be graded at a 2:1 slope, or flatter where possible. After grading, the terraces will be landscaped to help stabilize them. It is the responsibility of the homeowners association to maintain the slopes and associated landscaping within these terraced open space areas.

## **Open Space**

The Folsom Heights Subdivision project includes 47.2-acres of designated open space area, consistent with the requirements of Measure W. As shown on Attachment 28, the designated open space areas are primarily located around the perimeter of the project site and are depicted in a light green color with an OS land use designation. In addition to the designated open space areas, the proposed project includes approximately 13.8-acres of enhanced landscaping and landscape buffer lots (shown in dark green on Attachment 28), which bring the total amount of open space and landscaped space within the subdivision up to 61 acres. The designated open space areas will be managed and maintained by the City of Folsom, while the enhanced landscaping and landscape buffer lots will be maintained by the homeowners association established for the Folsom Heights Subdivision. Staff has included a condition of approval (Condition No. 105) that requires the homeowners association to manage and maintain all on-site landscaped areas with the exception of the western side of Empire Ranch Road landscape corridor (maintained by City of Folsom).

## **Drainage**

As shown on the submitted grading and drainage plan (Attachment 6), the Folsom Heights Subdivision project is designed to drain into a number of on-site and off-site stormwater detention basins via a series of on-site and off-site storm drain lines. Stormwater flows within the northern portion of the project site (Phase 2 and 4) will be directed to stormwater drainage basin No. 3, stormwater flows within the central portion (Phase I) of the project site will be directed to stormwater detention basin No. 4, and stormwater flows in the western (Phase 3A) and southern (Phase 3B) portions of the project site will be directed to off-site stormwater detention basin No. 27. Staff recommends the storm drain improvement plans 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. Condition No. 93 is included to reflect this requirement.

A preliminary Storm Drainage Analysis (Analysis) was prepared for the Folsom Heights Subdivision project on February 16, 2017 MacKay & Soms and reviewed by Mead & Hunt on behalf of the City. The purpose of the Storm Drain Analysis was to: evaluate the drainage system for the proposed project and compare it to the Folsom Plan Area Storm Drain Master Plan (FPA SDMP) approved by the City Council; to determine if the storm drainage characteristics for the proposed project area are consistent with the approved FPA SDMP; and to verify that the design of the proposed project is adequate to maintain drainage impacts equal to or below the existing pre-developed condition in the project area. The Analysis determined that the proposed project is consistent with the FPA SDMP and that the project maintains drainage impacts at or below pre-existing conditions in the project area.

### **Public Services**

The Folsom Plan Area was designed as a balanced community that does not create a burden upon existing City public services or infrastructure. To this end, the FPASP includes the necessary public services and facilities intended to support the needs of the Plan Area residents and provide alternative locations for public services for the remainder of the City. Public services and facilities included within the Plan area include schools, parks, a municipal services center, a library, police, and fire stations, utility infrastructure, and other public services and facilities that serve residents of the Plan Area. The Folsom Heights Subdivision has been designed to integrate with all of the aforementioned public services and related infrastructure.

### **Utilities**

The proposed project is located within the El Dorado Irrigation District (EID) service boundary. As a result, the EID will be responsible for providing water and sewer services to all development within the Folsom Heights Subdivision project area. As of January 1, 2016, EID indicated that there were 20,417 equivalent dwelling units (EDU's) of potable water supply available in the District's supply area. The proposed project is expected to require approximately 522 EDU's, thus EID has determined that sufficient water capacity is available to serve the proposed project (Attachment 14). In addition, EID has determined that there is also sufficient sewer capacity to serve the proposed project. In addition to sewer and water service, supplemental fire service and fire hydrants will be provided by the El Dorado Hills Fire Department and the EID respectively. To be considered eligible for sewer, water, and fire services, the applicant is required to submit a Facility Plan Report (FPR) and Improvement Plans to EID. The FPR is required to address the expansion of water and sewer facilities, and the specific fire flow requirements for all phases of the proposed project. Staff recommends that the owner/applicant obtain FPR approval from EID prior to approval of the improvement plans (the applicant has made a third submittal of the FPR to EID and it is expected that the FPR will be approved within the next few weeks). Condition No. 178 is included to reflect this requirement.

As noted above, the El Dorado Irrigation District (EID) will be providing water and sewer service to the Folsom Heights Subdivision project. At this time the EID and City of Folsom water systems are not looped. There are also currently no water service inter-ties planned between EID and the City of Folsom, although this could change if it is determined to be mutually beneficial to each agency and an agreement can be reached between the City and EID. With respect to landscaping in this particular area, the City of Folsom will be responsible for all maintenance of landscaping within and

adjacent to Empire Ranch Road with the exception of the commercial property located on the east side of Empire Ranch Road. The commercial property will be responsible for landscaping their frontage along Empire Ranch Road. With regards to irrigation, EID is not intending to provide water service for irrigation for a portion of the landscape corridor on the west side of Empire Ranch Road. Because this landscape corridor is required in the FPASP it is required to be irrigated. To address this issue, the City plans to extend water service to provide irrigation to this area even though it is within the EID service district. The applicant has had some preliminary discussions about this with EID and has received positive feedback from EID to allow the City to provide irrigation water to this landscape corridor within the EID jurisdiction. Staff recommends that the owner/applicant enter into an inter-local agreement and coordinate with both the City and EID for the water services to this landscape corridor on Empire Ranch Road. Condition No. 181 is included to reflect this requirement.

The Pacific Gas & Electric Company (PG&E) will provide the entire Plan Area including the Folsom Heights Subdivision with natural gas service (Attachment 25 shows PG&E service boundary). Peak natural gas demand at build-out of the Plan Area is estimated at approximately 818 thousand cubic feet per hour. PG&E currently has excess capacity in its system to serve a portion of the Plan Area. PG&E will be constructing additional infrastructure (transmission pipelines, gas regulator stations, etc.) within the Plan Area to accommodate the full gas demand. The Sacramento Metropolitan Utility District (SMUD) will supply electric service to the entire Plan Area including the Folsom Heights Subdivision (Attachment 26 shows SMUD service boundary). Peak electric demand at build-out of the Plan Area is estimated at approximately 87 megavolt amperes. Three electrical substations will be constructed to provide electric service to the Plan Area. The first SMUD electrical substation will be constructed on Placerville Road.

### **Off-Site Improvements**

As noted within previous sections of this report, the proposed project includes construction of a number of off-site improvements including streets, sidewalks, curbs, gutters, landscaping, lighting, utilities, and a stormwater detention basin (Attachment 8). At the northwest corner of the project site, the applicant is proposing to extend Alder Creek Parkway from Empire Ranch Road west to Placerville Road. The extension of Alder Creek Parkway also includes a number of infrastructure improvements associated with the roadway construction. At the northeast corner of the project site, the applicant is proposing to extend an 8-inch sewer line from the project site to an existing 8-inch sewer line in Montrose Court within El Dorado Hills. At the eastern edge of the project site, the applicant is proposing to extend Prima Drive from the project site east to Stonebriar Drive. The extension of Prima Drive includes a number of infrastructure improvements associated with the roadway construction (sidewalks, curbs, gutters, utilities, lighting, and landscaping). At the southern boundary of the project site, the applicant is proposing to construct an interim stormwater detention basin. A 36-inch storm drain line (and associated maintenance road) is proposed to connect from the project site to the detention basin. A number of off-site water lines are also proposed to be constructed in this same general area. The applicant secured easements to construct the aforementioned improvements in 2000 and 2007 respectively. Staff recommends that the applicant obtain all required easements and executed grant documents for construction of the off-site improvements. Condition No. 108 is included to reflect these requirements.

### **Trail System Modifications**

In an effort to improve bicycle and pedestrian circulation in and around the project site, the Parks and Recreation Department coordinated with the applicant on proposing a number of minor



modifications (Attachment 9) to the conceptual trail configuration that was originally approved as part of the 2011 FPASP. The proposed trail system modifications include the following elements: Reconfiguration of the northern El Dorado County trail connection by realigning the northerly trail alignment around a proposed detention basin/water quality pond and reserving the City's opportunity to extend the trail to El Dorado County in the future; extension of the north-south Empire Ranch Road trail that was established by the Russell Ranch Subdivision project. This also includes removal of a trail extension that would negatively impact preserved wetland features; provision of a new east-west El Dorado County trail connection that extends from Empire Ranch Road to Prima Drive and which replaces the El Dorado County north-south trail alignment that was previously shown located behind existing single-family residences along the County line.

The proposed trail system modifications were reviewed by the City of Folsom Parks and Recreation Commission at its February 7, 2017 meeting. The Commission unanimously voted to approve (7-0-0) the proposed trail system modifications for the Folsom Heights Subdivision project with the following condition of approval (Condition No. 179):

- The owner/applicant shall incorporate the design and grading for the proposed Class I bike trails and Class II on-street bike lanes into the improvement plans consistent with the attached Folsom Heights Proposed Trail System Modification Exhibit dated December 14, 2016.

### **Biological Resources**

The Folsom Heights Subdivision, which is situated within the eastern portion of the Folsom Plan Area, is located on the edge of a known breeding and wintering range of the Tricolored Blackbird. The Tricolored Blackbird is currently designated as a candidate for state endangered species listing. According to the California Natural Diversity Database, there are 29 Tricolored Blackbird nesting colonies located within ten miles of the Folsom Plan Area; however, there are no current documented nesting colonies within the Plan Area. The annual grassland community within the Plan Area does support potential foraging habitat for locally nesting Tricolored Blackbirds. At the time the Folsom Plan Area Specific Plan EIR/EIS was adopted in 2011, the Tricolored Blackbird was not a candidate (or listed) for endangered species status under the California Endangered Species Act. As a result, there were no mitigation requirements for projects within the Plan Area relative to impacts to Tricolored Blackbird foraging habitat. In December, 2014, the Tricolored Blackbird was given emergency Endangered Status under the California Endangered Species Act. Additionally, on December 29, 2015, the California Fish and Game Commission published findings to advance the Tricolored Blackbird to candidacy under the California Endangered Species Act, which triggers a 12 month period for CDFW to conduct a status review. To date, there are no published mitigation guidelines for impacts to Tricolored Blackbird foraging habitat.

Over the course of the past two years, landowners within the Folsom Plan Area have been working closely with the California Department of Fish and Wildlife to create a mitigation plan that will establish conservation areas within the Plan Area for the protection of Tricolored Blackbird foraging habitat. Based on the aforementioned plan, each individual landowner (if applicable) within the Plan Area will be required to establish a Tricolored Blackbird conservation area that will be dedicated under a Declaration of Covenants and Restrictions and managed under an approved Folsom Plan Area Operations and Management Plan. With respect to the Folsom Heights Subdivision project, the applicant is providing a Tricolored Blackbird conservation area (shown as

Lot 23 on the Large-Lot Vesting Tentative Subdivision Map) within the northeast corner of the project site. It is important to note that the Folsom Heights Subdivision project is part of a larger group of landowners who are also utilizing the same conservation area within the project site.

### **Design Guidelines**

The project applicant is not the ultimate homebuilder and thus has not submitted specific architectural and design details (building elevations, floor plans, color/materials board, etc.) for approval at this time. However, the applicant has crafted a comprehensive set of design guidelines (Attachment 12) for implementation of the Folsom Heights Subdivision. The primary objective of the design guidelines is to articulate the architectural and design expectations for a comprehensive vision of the proposed subdivision; the common area landscapes, hardscapes, open spaces, fencing, entry features and site lighting; and the design character of individual homes.

The Folsom Heights Subdivision Design Guidelines identify up to six (6) unique architectural styles that are envisioned being implemented within the proposed subdivision including: Artesian Collection, Agrarian Collection, Coastal Collection, California Collection, Picturesque Collection, and Nouveau Collection. The Artesian Collection, which is inspired by the work of Frank Lloyd Wright, is rooted in nature with a focus on integrating design concepts, building materials, and colors. The Agrarian Collection, which highlights the agricultural history of the region, features styles that are reminiscent of farm buildings and exude a feeling of comfort and familiarity. The Coastal Collection, which is focused on blending Colonial styling and California's quaint coastal villages, reflects Victoria-style exteriors with varied architectural embellishments. The California Collection, which blends the cultures of early California residents with a Spanish influence, features a mixture of local building materials and colonial design detailing. The Picturesque Collection, which is intended to be a true blend of European and traditional American architecture, showcases a variety of English Cottage, Tudor, and French Cottage styles. The Nouveau Collection, which features contemporary interpretations of the aforementioned styles, mixes traditional design elements to create a fresh yet grounded series of building designs.

In relation to architectural building design, the proposed design guidelines are focused on creating an interesting streetscape that will enhance the overall character of the subdivision. To assist in creating visual interest, the design guidelines provide specific guidance in terms of building forms, building massing, building height, roofscape, elevations, architectural details, entryways, door and windows, architectural lighting, building materials, building colors, and building finishes. With respect to building setbacks and siting, the proposed development standards (which defer to the development standards established within Appendix A of the FPASP) provide the organization for determining how a residence will sit on a lot, which in turn impacts the pedestrian experience within the neighborhood. The FPASP development standards establish front yard setbacks, side yard setbacks, street side yard setbacks, rear yard setbacks, lot size, and building height. Staff has determined that the proposed design guidelines for the Folsom Heights Subdivision provide a comprehensive and thorough framework for establishment of a high quality residential subdivision. Staff recommends the final architectural and design details be submitted for review and approval by the Planning Commission as part of a future Residential Design Review and/or Planned Development Permit Application (Condition No. 119).

The Folsom Heights Subdivision Design Guidelines include a set of community landscape guidelines that established standards for the functional and visual character of the public landscape areas to be created by the project. Within the public landscape areas are enhanced open spaces

(adjacent to residential uses) where project improvements result in slopes, disturbed soils and wildland interface. Planting and irrigation within the enhanced open space consists only of low-fuel, native and climate adapted groundcovers, large shrubs and occasional trees. Landscaping within the enhanced open space will be required to repair soil disturbance, anchor slopes, shelter day use/view locations, and emphasize trail entries and intersections. Open-view fencing is proposed at the edges of the enhanced open spaces adjacent to residential land uses. A homeowners association with the proposed subdivision will be established to manage and maintain the enhanced open space areas. Based on past experience, staff has determined that a homeowners association would be best equipped to effectively and efficiently manage the aforementioned enhance open space areas within the development.

### **INCLUSIONARY HOUSING ORDINANCE**

As specified in the Folsom Municipal Code, Section 17.140.030, the applicant is required to provide inclusionary housing units equal to ten (10) percent of the total number of units in the project, including very-low income units equal to three (3) percent of the market rate units within the subdivision and low-income units equal to seven (7) percent of the market rate units. In this particular case, the applicant would be required to provide fifty-three (53) inclusionary housing units within the proposed development. However, the Inclusionary Housing Ordinance also provides for use of alternative means by developers to satisfy their inclusionary housing requirement. Alternative means for satisfying the aforementioned requirement include: providing the units off site; dedicating land for other affordable development projects; acquisition, rehabilitation, and conversion of existing market rate units; conversion of existing market rate units; paying an in-lieu fee, or other methods as approved by the City Council.

As an alternative means to constructing fifty-three (53) affordable housing units on the project site, the applicant is proposing to meet their inclusionary housing requirement by providing an in-lieu fee payment (Attachment 11). The in-lieu fee payment is calculated by multiplying one percent of the lowest priced for-sale residential unit within the proposed subdivision by the total number of for-sale residential units within the proposed subdivision. The in-lieu fee is payable at the time of the building permit on a per-unit basis. Staff recommends that the Final Inclusionary Housing Plan be approved by the City Council, and the Inclusionary Housing Agreement approved by the City Attorney be executed prior to recordation of the first Final Map for the Folsom Heights Subdivision. Condition No. 103 is included to reflect these requirements.

### **PUBLIC OUTREACH**

In an effort to inform and educate the public regarding the specific details of the proposed project, the applicant has been working closely with the Rolling Hills Community Services District (RHCS D) over the course of the last two years. In fact, the Folsom Heights project has been on the RHCS D Board of Directors meeting agenda nine times since January of 2016. RHCS D represents three neighborhoods (Shadow Hills, Springfield Meadows, and Stonebriar) which are located directly east of the project site within El Dorado Hills. RHCS D initially expressed some concern regarding the project's impact to streets within their jurisdiction, specifically the financial impact of constructing and maintaining the Prima Drive extension and Stonebriar Drive. In addition, RHCS D also was interested in the project's impact on local park facilities within their district. With respect to the Prima Drive Extension, the applicant is responsible for all cost associated with the roadway extension. In terms of ongoing roadway maintenance, the applicant will be responsible for all maintenance costs associated with the Prima Drive extension and will pay a fair-share contribution towards maintenance costs associated with Stonebriar Drive. The specific details of the

aforementioned roadway construction and maintenance costs are memorialized within the Folsom Heights Development Agreement No. 1 (Attachment 13). In addition, the applicant is also working directly with RHCS D to prepare a Memorandum of Understanding (MOU) in which the applicant will contribute towards capital improvements and ongoing maintenance at park facilities within their district. Overall, RHCS D has stated that they are supportive of the proposed project

City staff has received comments from two residents who live on Stonebriar Drive within El Dorado Hills (within the RHCS D). The two residents expressed concern regarding of issues associated with the proposed project including lack of public notification, impact to property values, traffic impacts, air quality impacts, noise impacts, and environmental impacts. City staff provided the residents with the background information relative to the 2011 Folsom Plan Area EIR/EIS, the 2016 Folsom Heights Addendum to the FPASP EIR/EIS, and the 2017 Folsom Heights Environmental Checklist and Addendum to the FPASP EIR/EIS. City staff indicated that all project impacts relative to air quality, traffic, noise, and the environment have been addressed through adopted mitigation measures and conditions of approval. In terms of public notification, staff noted that public notices were mailed to all property owners located within 300 feet of the project site and public notices were also published in the Folsom Telegraph. City staff provided the residents with additional information about the scheduled June 7, 2017 Planning Commission meeting (including providing an updated public notice) and potential a timeline for potential City Council hearing dates. It is important to note that City staff and the applicant have met with the concerned residents at the project site in order to better understand their concerns.

#### **ENVIRONMENTAL REVIEW**

An Environmental Checklist and Addendum to the 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement (FPASP EIR/EIS) were prepared for the proposed project (Attachment 15) in accordance with the California Environmental Quality Act (CEQA). The aforementioned documents concluded that no changes in circumstances would result in new or substantially more significant environmental impacts compared to the analysis presented in the FPASP EIR/EIS and 2016 Addendum to the FPASP EIR/EIS. Therefore, the conclusions of the certified Final EIR/EIS remain valid and no additional analysis is required. The Environmental Checklist and Addendum have been prepared and noticed for public comment on the project, and mitigation measures have been included as Conditions of Approval. To date, no written comments have been received from the public during the Addendum public review period.

#### **RECOMMENDATION/PLANNING COMMISSION ACTION**

**MOVE TO RECOMMEND TO THE CITY COUNCIL ADOPTION OF THE ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN EIR/EIS FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;**

**AND**

**MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF AMENDMENT NO. 1 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;**

**AND**



MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING TWENTY-FIVE (25) LARGE LOTS AS ILLUSTRATED ON ATTACHMENT 3 FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING FOUR HUNDRED AND SEVEN (407) SINGLE-FAMILY RESIDENTIAL LOTS AS ILLUSTRATED ON ATTACHMENT 4 FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE PROJECT DESIGN GUIDELINES FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT AS ILLUSTRATED ON ATTACHMENT 12 WITH THE FOLLOWING FINDINGS AND CONDITIONS (LARGE-LOT VTSM NO. 1-17 AND SMALL-LOT VTSM NO. 1-181).

**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 AS AMENDED BY THE FOLSOM HEIGHTS GENERAL PLAN AMENDMENT, THE ZONING CODE OF THE CITY, AND THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED BY THE FOLSOM HEIGHTS SPECIFIC PLAN AMENDMENT.

**CEQA FINDINGS**

- C. A FINAL ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT WAS PREVIOUSLY CERTIFIED FOR THE FOLSOM PLAN AREA SPECIFIC PLAN IN ACCORDANCE WITH CEQA AND NEPA.
- D. AN ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT WAS CERTIFIED IN 2016 FOR THE FOLSOM HEIGHTS GENERAL PLAN AMENDMENT AND SPECIFIC PLAN AMENDMENT IN ACCORDANCE WITH CEQA.
- E. A SECOND ADDENDUM TO THE FPASP FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT HAS BEEN PREPARED FOR THIS PROJECT IN ACCORDANCE WITH CEQA.
- F. THE PLANNING COMMISSION HAS REVIEWED AND CONSIDERED THE ADDENDUM TO THE FINAL EIR/EIS BEFORE MAKING A DECISION REGARDING

THE PROJECT.

- G. THE ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT REFLECTS THE INDEPENDENT JUDGEMENT AND ANALYSIS OF THE CITY OF FOLSOM.
- H. NONE OF THE CONDITIONS DESCRIBED IN SECTION 15162 OF THE CEQA GUIDELINES CALLING FOR THE PREPARATION OF A SUBSEQUENT ENVIRONMENTAL IMPACT REPORT HAVE OCCURRED.

**TENTATIVE SUBDIVISION MAP FINDINGS**

- I. THE PROPOSED VESTING LARGE LOT AND VESTING SMALL LOT TENTATIVE SUBDIVISION MAPS TOGETHER WITH THE PROVISIONS FOR THE PROJECT'S DESIGN AND IMPROVEMENT, ARE CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- J. AS CONDITIONED, THE DESIGN OF THE VESTING LARGE LOT AND VESTING SMALL LOT TENTATIVE SUBDIVISION MAPS AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- K. THE DESIGN OF THE VESTING LARGE LOT AND VESTING SMALL LOT TENTATIVE SUBDIVISION MAPS AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- L. THE DESIGN OF THE VESTING LARGE LOT AND VESTING SMALL LOT TENTATIVE SUBDIVISION MAPS AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- M. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENTS, IS CONSISTENT WITH THE GENERAL PLAN, AS AMENDED IN THE FOLSOM HEIGHTS GENERAL PLAN AMENDMENT, THE FOLSOM PLAN AREA SPECIFIC PLAN, AS AMENDED IN THE FOLSOM HEIGHTS SPECIFIC PLAN AMENDMENT, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- N. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- O. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.

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

**DEVELOPMENT AGREEMENT AMENDMENT FINDINGS**

- Q. THE PROPOSED AMENDMENT NO. 1 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT IS CONSISTENT WITH THE OBJECTIVES, POLICIES, GENERAL LAND USES, AND PROGRAMS SPECIFIC IN THE FOLSOM GENERAL PLAN AND THE FOLSOM PLAN AREA SPECIFIC PLAN, AS AMENDED.
- R. THE PROPOSED AMENDMENT NO. 1 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT IS CONSISTENT WITH THE PROVISIONS OF GOVERNMENT CODE SECTION 65864 THROUGH 65869.5.
- S. THE PROPOSED AMENDMENT NO. 1 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT IS IN CONFORMITY WITH PUBLIC CONVENIENCE, GENERAL WELFARE, AND GOOD LAND USE PRACTICES.
- T. THE PROPOSED AMENDMENT NO. 1 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY, AND GENERAL WELFARE OF PERSONS RESIDING IN THE IMMEDIATE AREA, NOR BE DETRIMENTAL OR INJURIOUS TO PROPERTY OR PERSONS IN THE GENERAL NEIGHBORHOOD OF TO THE GENERAL WELFARE OF THE RESIDENTS OF THE CITY AS A WHOLE.
- U. THE PROPOSED AMENDMENT NO. 1 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT WILL NOT ADVERSELY AFFECT THE ORDERLY DEVELOPMENT OF PROPERTY OR THE PRESERVATION OF PROPERTY VALUES.

Submitted,



DAVID E. MILLER, AICP  
Community Development Director

**CONDITIONS**

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

<b>RESPONSIBLE DEPARTMENT</b>		<b>WHEN REQUIRED</b>	
CD	Community Development Department	I	Prior to approval of Improvement Plans
(P)	Planning Division	M	Prior to approval of Final Map
(E)	Engineering Division	B	Prior to issuance of first Building Permit
(B)	Building Division	O	Prior to approval of Occupancy Permit
(F)	Fire Division	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 THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 15-303)  
WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF U.S. HIGHWAY 50  
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.	<p><b>Final Development Plans</b> The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> <li>1. Preliminary Site Plan and Phasing Exhibit, dated September 19, 2016</li> <li>2. Vesting Large-Lot Tentative Subdivision Map, dated April 13, 2017</li> <li>3. Vesting Small-Lot Tentative Subdivision Map, dated April 13, 2017</li> <li>4. Preliminary Grading and Drainage Plan, dated April 13, 2017</li> <li>5. Preliminary Utility Plan, dated April 13, 2017</li> <li>6. Preliminary Off-Site Improvements, dated April 13, 2017</li> <li>7. Proposed Trail System Modifications, dated December 14, 2016</li> <li>8. Proposed Minor Administrative Modification Exhibit, dated February 17, 2017</li> <li>9. Inclusionary Housing Plan, dated September 18, 2015</li> <li>10. Folsom Heights Subdivision Design Guidelines</li> </ol> <p>The Large-Lot Vesting Tentative Subdivision Map and Small-Lot Vesting Tentative Subdivision Map are approved for the development of a 530-unit residential and commercial project (Folsom Heights Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)
2.	<p><b>Plan Submittal</b> All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I, M,	CD (P)(E)(B)

**CONDITIONS OF APPROVAL FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 15-303)  
WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF U.S. HIGHWAY 50  
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
3.	<p><b>Validity</b> This approval of the Vesting Small Lot Tentative Subdivision Map shall be valid for a period of twenty four months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Plan shall track the term of the Vesting Small Lot Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act. The term of the Project Design Guidelines shall track the term of the First Amended and Restated Tier 1 Development Agreement.</p>	OG	CD (P)
4.	<p><b>Vesting Tentative Subdivision Map Approval</b> The Vesting Tentative Subdivision Map for the Folsom Heights Subdivision project shall be subject to review and approval by the City Council.</p>	M	CD (P)(E)
5.	<p><b>Improvements in the PFFP</b> The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations [unless otherwise owned and maintained by the El Dorado Irrigation District (EID)], pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, recycled water mains and associated infrastructure, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various development stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto.</p>	M	CD(E)(P)(B), PW, FD, EWR, PR

**CONDITIONS OF APPROVAL FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 15-303)  
WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF U.S. HIGHWAY 50  
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
6.		<p><b>Street Names</b> The street names identified below shall be used for the Final Small-Lot Map: Empire Ranch Road, Alder Creek Parkway, Prima Drive, Summit Street, Bold Place, Highland Street, Folsom Heights Drive, Hillside Street, Hilltop Street, Paris Place, Deerfield Drive, Desmond Drive, Hillcrest Street, Cozy Court, Diego Court, Dakota Court, Skyview Drive, Rustic Ridge Drive, Iron Horse, Terrace Circle, Lone Leaf Drive, Hornet Street, and Mustang Street.</p>	M	CD (E)(P)
7.		<p><b>Indemnity for City</b> The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney's fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD

**CONDITIONS OF APPROVAL FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 15-303)  
WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF U.S. HIGHWAY 50  
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

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



**DEVELOPMENT COSTS AND FEE REQUIREMENTS**

	<i>Taxes and Fees</i>		OG	CD (P)(E)
12.	The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendment No. 1 to the Tier 1 Amended and Restated Development Agreement.		OG	
13.	<i>Assessments</i> If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.		OG	CD (E)
14.	<i>FPASP Development Impact Fees</i> The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.		B	CD (P), PW, PK
15.	<i>Legal Counsel</i> Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (May 23, 2017), or otherwise shall be governed by the terms of Amendment No. 1 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.	The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	OG	CD (P)(E)

16.		<p><b>Consultant Services</b>          If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G, I, M, B	CD (P)(E)
<b>GRADING PERMIT REQUIREMENTS</b>				
17.		<p><b>Phasing Plan</b>          The owner/applicant shall prepare a complete and comprehensive phasing plan and shall submit the phasing plan to the City for each proposed phase of development. The phasing plan shall include all required infrastructure for each proposed phase of development. The infrastructure shall include all required on-site and off-site improvements, but not limited to, water system improvements (distribution and transmission mains, booster pump stations, water reservoirs, PRV stations, etc.), recycled water mains and associated infrastructure, sanitary sewer improvements (sewer mains, lift stations, forced mains, etc.) roadway and transportation improvements, storm drainage improvements (detention/water quality basins, outfalls, etc.) and all other necessary improvements required for each phase of development. The phasing plan shall include itemized cost estimates for all required improvements and the phasing plan shall be reviewed and approved by the City prior to approval of grading and/or improvements plans.</p> <p>The City Engineer may condition the phasing to ensure that each phase functions independently and is consistent with the minimum utility and access standards of the City. All maps filed in phases will be required to have two points of access for vehicle access (except as approved by the Fire Department) and/or general traffic purposes for each phase and all off-site utilities deemed necessary as determined by the City Engineer And the El Dorado Irrigation District (EID), if applicable.</p>	G, I, M,	CD (E), EWR, PW, FD

18.		<p><b>Off-site improvements / Rights of Entry</b>  For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in Amendment No. 1 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	G	CD (E)
19.	3A 7-1a	<p><b>Geotechnical Report</b>  Prior to the issuance of any grading permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site preparation, soil bearing capacity, appropriate sources and types of fill, potential need for soil amendments, road, pavement and parking areas, structural foundations, including retaining all designs, grading practices, soil corrosion of concrete and steel, erosion /winterizations, seismic ground shaking, liquefaction and expansive/unstable soils.</p>	G	CD (E)
20.	3A 7-1a	<p><b>Geotechnical Recommendations</b>  The owner/applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.</p>	G	CD (E)
21.	3A 7-1b	<p><b>Geotechnical Monitoring Program</b>  The owner/applicant shall contract with a geotechnical engineer who shall develop a program to monitor the sites during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The completed program shall be submitted to the City prior to approval of any grading and/or improvement plan.</p>	G	CD (P)(E)(B)

22.	3B.7-1a	<p><b>Prepare Geotechnical Report(s) for the Off-site Water Facilities and Implement Required Measures.</b></p> <p>The owner/applicant shall provide a comprehensive facility design for all proposed off-site Water Facility improvements shall comply with the site-specific design recommendations as provided by a licensed geotechnical or civil engineer. The final geotechnical and/or civil engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> <li>• site preparation;</li> <li>• soil bearing capacity;</li> <li>• appropriate sources and types of fill;</li> <li>• potential need for soil amendments;</li> <li>• road, pavement, and parking areas;</li> <li>• structural foundations, including retaining-wall design;</li> <li>• grading practices;</li> <li>• soil corrosion of concrete and steel;</li> <li>• erosion/winterization;</li> <li>• seismic ground shaking;</li> <li>• liquefaction; and</li> <li>• expansive/unstable soils.</li> </ul> <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the California Building Code that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the owner/applicant.</p>	G	CD (P)(E)(B)
23.	3B.7-1b	<p><b>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</b></p> <p>Isolation valves or similar devices shall be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of pipeline rupture, as recommended by a licensed geotechnical or civil engineer. The specifications of the isolation valves shall conform to the California Building Code and American Water Works Association (AWWA) standards and shall be subject to review and approval by the El Dorado Irrigation District (EID) and the City.</p>	I	EWR, CD (E)



24.		<p><b>Mine Shaft Remediation</b> The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)
25.	3A1-4	<p><b>Material Storage Areas</b> The owner/applicant shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of visual barriers such as berms or fences. Staging and material storage areas shall be shown on all grading and/or improvement plans prior to plan approval by the City.</p>	G	CD (P)(E)(B)
26.	3A 14-1	<p><b>Traffic and Parking Management Plan</b> Prior to the approval of the grading plan and or construction, the owner/applicant shall prepare construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by any affected agencies, if necessary. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. At a minimum, the plan shall include the following:</p> <ul style="list-style-type: none"> <li>• Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns.</li> <li>• Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage.</li> <li>• Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.</li> <li>• Description of driveway access plan including provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.</li> </ul>	G	CD (E), PW

27.		<p><b>Prepare Traffic Control Plan.</b>  Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans and any other local agencies, including but not limited to the City, if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> <li>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>• Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays).</li> <li>• A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone.</li> <li>• A phone number and community contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis.</li> </ul>	G	CD (E)
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28.	3A.2-4a 3A.2-4b	<p><b><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></b></p> <p>The owner/applicant(s) shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity. Each plan shall be developed by the owner/applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling for more than 3 minutes. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>Signs shall be posted at all truck loading areas which indicate that diesel-powered trucks must be shut off when not in use for longer than 3 minutes on the premises in order to reduce idling emissions.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the owner/applicant for the respective phase of development.</p>	G	CD (E)
29.	3B.2-3b	<p><b><i>Conduct Project-Level Diesel Particulate Matter (DPM) Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations.</i></b></p> <p>Screening-level DPM assessments shall be conducted for diesel-powered pump operations proposed within 200 feet of residences or other sensitive receptors. These analyses should include exact distances between the receptors and operations, and include the actual DPM emissions for the engines proposed. If the analysis shows an annual average DPM concentration from project operations at residences within 200 feet of the DPM source to be greater than 0.024 µg/m<sup>3</sup>, the engine location shall be moved to a location where the annual average DPM concentration from project emissions at the residences is less than 0.024 µg/m<sup>3</sup>. The acceptable concentration of 0.024 µg/m<sup>3</sup> was determined using the current OEHHA cancer potency factor and methodology for diesel exhaust (OEHHA 2003). If diesel exhaust concentrations at the affected receptor would be below 0.024 µg/m<sup>3</sup>, then the cancer health risk would be less than 9.9 cancers in a million population.</p>	G	CD (E)

30.	3B 4-1a	<p><b>Implement Greenhouse Gas Reduction Measures during Construction.</b>  Prior to approval of a grading permit, the owner/applicant(s) shall stipulate that these measures be implemented within the project notes.</p> <ul style="list-style-type: none"> <li>• Construction vehicles and equipment will be properly maintained at all times in accordance with manufacturer's specifications, including proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and demolition activities and subject to inspection by the Sacramento Metropolitan Air Quality Management District (SMAQMD).</li> <li>• Operators will turn off all construction vehicles and equipment and all delivery vehicles when not in use, and not allow idling for more than 3 minutes or for such other more restrictive time as may be required in law or regulation.</li> <li>• On-site construction vehicles and equipment will use Air Resources Board (ARB)-certified biodiesel fuel if available (a minimum of B20, or 20 percent of biodiesel) except for those with warranties that would be voided if B20 biodiesel fuel were used. Prior to issuance of grading or demolition permits, the contractor shall provide documentation to the City that verifies whether any equipment is exempt; that a biodiesel supply has been secured; and that the construction contractor is aware that the use of biodiesel is required.</li> <li>• A Solid Waste Diversion and Recycling Plan (or such other documentation to the satisfaction of the City) shall be in place that demonstrates the diversion from landfills and recycling of all nonhazardous, salvageable and re-useable wood, metal, plastic and paper products during construction and demolition activities. The Plan or other documentation shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.</li> </ul>	G	CD (E)(P)
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30. Cont.	3B 4-1a	<ul style="list-style-type: none"> <li>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the owner/applicant of each applicable project phase with El Dorado County and Caltrans.</p>	G	CD (E)(P)
31.	3A 4-1	<p><b>Implement Additional Measures to Control Construction-Generated Greenhouse Gas Emissions</b></p> <p>Prior to approval of a grading permit, the owner/applicant(s) shall obtain the most current list of greenhouse gas reduction measures that are recommended by Sacramento Metropolitan Air Quality Management District (SMAQMD) and stipulate how those measures be implemented within the project notes. The owner/ applicant(s) may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular greenhouse gas reduction measures, shall be approved by the City, in consultation with SMAQMD prior to approval of a grading permit. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and California Air Resources Board.</p>	G	CD (E)(P)

32.	3A.2-1g	<p><b><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of Off-site Elements.</i></b></p> <p>The off-site elements could result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Therefore, the owner/applicant shall pay SMAQMD an off-site mitigation fee for implementation of each off-site element in for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day).</p> <p>The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined. Calculation of fees associated with each off-site element shall be conducted by the owner/applicant in consultation with SMAQMD staff before the approval of respective grading plans. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees for construction of the off-site improvements would vary according to the timing and potential overlap of construction schedules for off-site elements.</p> <p>Mitigation for the off-site improvements outside of the City of Folsom's jurisdictional boundaries shall be developed by the owner/applicant of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p>	G, I	SMAQMD
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33.	3B.2-1a	<p><b>Develop and Implement a Construction NOX Reduction Plan.</b>  Consistent with SMAQMD requirements, the owner/applicant shall provide a plan for demonstrating that the heavy-duty (&gt; 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction.</p> <p>Prior to construction, the owner/applicant's contractor shall submit to the SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted quarterly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the owner/applicant shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p>	G, I	SMAQMD
34.	3B.2-1b	<p><b>Conduct Visible Emissions Testing and if Non-Compliance, Repair Equipment Immediately.</b>  The owner/applicant shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least monthly, and a quarterly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey.</p>	G, I	SMAQMD
35.	3A 2-2	<p>The owner/applicant shall implement all applicable measures in the Sacramento Metropolitan Air Quality Management District approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan.</p>	G, I, B	SMAQMD CD (E)(P)

36.

3A2-5

**Naturally Occurring Asbestos**  
Prior to the commencement of any site-disturbing activities, the owner/applicant shall demonstrate to the satisfaction of the Sacramento Metropolitan Air Quality Management District that Naturally Occurring Asbestos does not exist on site. To demonstrate the owner/applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124 to determine whether and where Naturally Occurring Asbestos is present in the soil and rock on the project site and/or areas that would be disturbed by the project. The site investigation shall include the collection of three soil and rock samples per acre to be analyzed via the California Air Resources Board 435 Method, or other acceptable method agreed upon by Sacramento Metropolitan Air Quality Management District and the City. If the investigation determines that Naturally Occurring Asbestos is not present on the project site, then the owner/applicant shall submit a Geologic Exemption to Sacramento Metropolitan Air Quality Management District as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.

If the site investigation determines that Naturally Occurring Asbestos is present on the project site, or alternatively if the owner/applicant elects to assume presence of trace Naturally Occurring Asbestos, then, prior to commencement of any ground disturbance activity, the owner/applicant shall submit to the Sacramento Metropolitan Air Quality Management District for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance, keeping storage piles wet or covered, and track-out prevention and removal.

The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the Sacramento Metropolitan Air Quality Management District, the owner/applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period. If Naturally Occurring Asbestos is determined to be located on the surface of the project site, all surface soil containing Naturally Occurring Asbestos shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer.

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37.	<p>3A 2-1a 3A 2-1d 3A 2-1f</p>	<p><b>Basic Construction Emission Control Practices</b> The owner/applicant shall implement Sacramento Metropolitan Air Quality Management District's list of Basic Construction Emission Control Practices, Enhanced Fugitive Particulate Matter Dust Control Practices (listed below), and Enhanced Exhaust Control Practices or whatever mitigation measures are recommended by Sacramento Metropolitan Air Quality Management District at the time individual portions of the site undergo construction. In addition to Sacramento Metropolitan Air Quality Management District—recommended measures, construction operations shall comply with all applicable Sacramento Metropolitan Air Quality Management District rules and regulations.</p> <p>The following shall be noted on Grading Plans and building construction plans:</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> <li>• 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. The owner/applicant shall not be permitted to use potable water from the City of Folsom water system for grading and/or construction while the City is in a stage 3 (water warning), stage 4 (water crisis), or stage 5 (water emergency) 13.26 Water Conservation of the Folsom Municipal Code (FMC).</li> <li>• The City may prohibit the use of its own potable water for grading and/or construction purposes on the project in its sole discretion regardless of the Water Conservation Stage.</li> <li>• 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 shall be covered.</li> </ul>	G, I, B	SMAQMD CD (E)(P)
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<p>37. Cont.</p>	<p>3A 2-1a 3A 2-1d 3A 2-1f</p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>• All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building foundations shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>• Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.</li> <li>• Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated.</li> </ul> <p>Enhanced Fugitive Particulate Matter Dust Control Practices – Soil Disturbance Areas</p> <ul style="list-style-type: none"> <li>• Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>• Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> <li>• Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas.</li> <li>• Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li> </ul>	<p>G, I, B</p>	<p>SMAQMD CD (E)(P)</p>
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37. Cont.	3A 2-1a 3A 2-1d 3A 2-1f	<p>Enhanced Fugitive Particulate Matter Dust Control Practices – Unpaved Roads</p> <ul style="list-style-type: none"> <li>• Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</li> <li>• Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.</li> <li>• Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of Sacramento Metropolitan Air Quality Management District and the City contact person shall also be posted to ensure compliance.</li> </ul> <p>Enhanced Exhaust Control Practices</p> <p>The owner/applicant shall provide a plan, for approval by the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District, demonstrating that the heavy-duty (50 horsepower [hp] or more) offroad vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</p>	G, I, B	SMAQMD CD (E)(P)
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37. Cont.	3A 2-1a 3A 2-1d 3A 2-1f	<p>The owner/applicant shall submit to the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide Sacramento Metropolitan Air Quality Management District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p> <p>Sacramento Metropolitan Air Quality Management District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (Sacramento Metropolitan Air Quality Management District 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and Sacramento Metropolitan Air Quality Management District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. Sacramento Metropolitan Air Quality Management District staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other Sacramento Metropolitan Air Quality Management District or state rules or regulations.</p>	G, I, B  SMAQMD CD (E)(P)
37. Cont.	3A 2-1a 3A 2-1d 3A 2-1f	<p>If at the time of grading and/or construction, Sacramento Metropolitan Air Quality Management District has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if Sacramento Metropolitan Air Quality Management District so permits. Such a determination shall be supported by a project-level analysis and be approved by Sacramento Metropolitan Air Quality Management District.</p>	G, I, B  SMAQMD CD (E)(P)



38.	3B.2-1c	<p><b>Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction.</b></p> <p>The owner/applicant shall implement fugitive dust control measures and a particulate matter monitoring program during construction. The owner/applicant shall ensure implementation of dust control measures and a particulate matter monitoring program during each phase of construction. Dust control measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• minimize on-site construction vehicle speeds on unpaved surfaces;</li> <li>• post speed limits;</li> <li>• suspend grading operations when wind is sufficient to generate visible dust clouds;</li> <li>• pave, water, use gravel, cover, or spray a dust-control agent on all haul roads;</li> <li>• prohibit no open burning of vegetation during project construction;</li> <li>• chip or deliver vegetative material to waste-to-energy facilities;</li> <li>• reestablish vegetation as soon as possible after construction and maintain vegetation consistent with the parameters established in Mitigation Measure 3B.2.1a;</li> <li>• clean earthmoving construction equipment with water once daily and clean all haul trucks leaving the site; and</li> <li>• water and keep moist exposed earth surfaces, graded areas, storage piles, and haul roads as needed to prevent fugitive dust.</li> </ul>	G, I, B	SMAQMD CD (E)(P)
39.	3B.11-1a	<p><b>Limit Construction Hours.</b></p> <p>Construction activities shall be limited to daylight hours between 7 a.m. and 7 p.m. Monday through Friday, and 9 a.m. and 5 p.m. on Saturday. No construction shall be allowed on Sundays or holidays.</p>	G, I, B	CD (E)(P)
40.	3B.11-1b	<p><b>Minimize Noise from Construction Equipment and Staging.</b></p> <p>Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools, where used. The City's construction specifications shall also require that the contractor select staging areas as far as feasibly possible from sensitive receptors.</p>	G, I, B	CD (E)(P)

41.	3B.11-1c	<p><b>Maximize the Use of Noise Barriers.</b> Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from nearby residences. If feasible, noise barriers shall be used at the construction site and staging area. Temporary walls, stockpiles of excavated materials, or moveable sound barrier curtains would be appropriate in instances where construction noise would exceed 90 dBA and occur within less than 50 feet from a sensitive receptor. The final selection of noise barriers will be subject to the City's approval and shall provide a minimum 10 dBA reduction in construction noise levels.</p>	G, I, B	CD (E)(P)
42.	3B.11-1d	<p><b>Prohibit Non-Essential Noise Sources During Construction.</b> No amplified sources (e.g., stereo "boom boxes") shall be used in the vicinity of residences during project construction.</p>	G, I, B	CD (E)(P)
43.	3B.11-1e	<p><b>Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints.</b> The owner/applicant shall provide an on-site complaint and enforcement manager that shall track and respond to noise complaints during grading and construction. The City shall also provide a mechanism for residents, businesses, and agencies to register complaints with the City if construction noise levels are overly intrusive or construction occurs outside the required hours.</p>	G, I, B	CD (E)(P)

44.	<p>3A 11-1 3B1-3a</p>	<p><b>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</b> The owner/applicant shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified below. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins and shall be noted on Grading Plans and building construction plans. Grading and construction shall not commence until the construction noise management plan is approved by the City of Folsom.</p> <ul style="list-style-type: none"> <li>• Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 5 p.m. on Saturdays. No construction is allowed on Sundays. These hours may be expanded to include Saturday and Sunday between 8 a.m. and 6 p.m. provided there are no sensitive receptors within 1500 feet, subject to the sole discretion of the city.</li> <li>• All construction equipment and equipment staging areas (including rock crushing operations) shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>• All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.</li> <li>• All motorized construction equipment shall be shut down when not in use to prevent idling.</li> <li>• Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site).</li> </ul>	G, I, B	CD (P)(E)(B)
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44.	Cont.	3A 11-1 3B1-3a	<ul style="list-style-type: none"> <li>Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.</li> <li>Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.</li> <li>To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8-10 dB (EPA 1971).</li> <li>When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.</li> </ul>	G, I, B	CD (P)(E)(B)
45.		3B.16-3a	<p><b>Minimize Utility Conflicts by Implementing an Underground Services Alert.</b> Underground utilities and service connections shall be identified prior to commencing any excavation work through the implementation of an Underground Services Alert (USA). The exact utility locations will be determined by hand-excavated test pits dug at locations determined and approved by the construction manager (also referred to as "pot-holing"). Temporary disruption of service may be required to allow for construction. No service on such lines would be disrupted until prior approval is received from the construction manager and the service provider.</p>	G	CD (E)

46.	3A-7.3	<p><b><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></b>  Prior to issuance of a grading permit, the owner/applicant shall retain a California Registered Civil Engineer to prepare a grading and erosion and sedimentation control plan. The grading and erosion and sedimentation control plan shall be submitted to the Community Development Department prior to issuance of a grading permit. The plan shall be consistent with the Folsom Plan Area Grading Specifications, the City's Grading Ordinance, the state's NPDES permit, the FPASP preliminary grading plans and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of temporary detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeded with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot.</p> <p>The owner/applicant(s) shall ensure that the construction contractor is responsible for securing a source for transportation and deposition of excavated materials.</p>	G	CD (E)
47.	3A7-3	<p><b><i>Erosion Control Plan</i></b>  Prior to the approval of the final facilities design, commencement of grading and/or construction activities, the owner/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 <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation, and shall comply with all updated City standards.</p>	G	CD (E)
48.	3A7-3	<p><b><i>Erosion and sedimentation control measures</i></b>  Erosion and sedimentation control measures shall be incorporated into all grading and/or construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <u>Erosion and Sedimentation Control Standards and Specifications</u>-current edition and as directed by the Community Development Department.</p>	G	CD (E)



49.	3A 9-1	<p><b>Acquire Appropriate Regulatory Permits and Prepare and Implement Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs).</b></p> <p>The owner/applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the State Water Resources Control Board's National Pollution Discharge Elimination System stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Permit at the time the Notice of Intent is filed. The Storm Water Pollution Prevention Permit and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> <li>• the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</li> <li>• the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;</li> <li>• the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;</li> <li>• spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;</li> </ul>	G	CD (E)
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49. Cont.	3A 9-1	<ul style="list-style-type: none"> <li>• personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the Storm Water Pollution Prevention Permit; and</li> <li>• the appropriate personnel responsible for supervisory duties related to implementation of the Storm Water Pollution Prevention Permit.</li> </ul> <p>Where applicable, Best Management Practices identified in the Storm Water Pollution Prevention Permit shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. Best Management Practices may include, but are not limited to, such measures as those listed below:</p> <ul style="list-style-type: none"> <li>• Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</li> <li>• Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</li> <li>• Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.</li> </ul> <p>A copy of the approved Storm Water Pollution Prevention Permit shall be maintained and available at all times on the construction site.</p>	G	CD (E)
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50.	3A-9.2	<p><b><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></b></p> <p>The owner/applicant(s) shall submit final drainage plans to the City demonstrating that off-site upstream runoff will be appropriately conveyed through the Folsom Plan Area, and that project-related on-site runoff will be appropriately conveyed and contained in detention basins or managed through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts and provide water quality treatment.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> <li>• an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff;</li> <li>• runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase;</li> <li>• a description of the proposed maintenance program for the on-site drainage system;</li> <li>• project-specific standards for installing drainage systems;</li> <li>• City flood control design requirements and measures designed to comply with them;</li> </ul> <p>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These Best Management Practices will be designed and constructed in accordance with the forthcoming Stormwater Quality Partnership Hydromodification Management Plan (to be adopted by the Regional Water Quality Control Board) and may include, but are not limited to, the following:</p>	G, B	CD (E)
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50. Cont.	3A-9.2	<ul style="list-style-type: none"> <li>• Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</li> <li>• Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li> <li>• Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;</li> <li>• Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</li> <li>• Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.</li> </ul> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the Folsom Plan Area would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom).</p>	G	CD (E), PW
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<p>51.</p>	<p><b>Develop and Implement a BMP and Water Quality Maintenance Plan.</b>  A detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the owner/applicant(s) for the project. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> <li>• A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>• Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the latest edition of the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” (the City’s MS4NPDES permit, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004).</li> <li>• Source control programs to control water quality pollutants on the SPA, which may include but are not limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.</li> <li>• A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.</li> <li>• LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ol style="list-style-type: none"> <li>1. surface swales;</li> <li>2. replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</li> <li>3. impervious surfaces disconnection; and</li> <li>4. trees planted to intercept stormwater.</li> </ol> </li> </ul>	<p>G</p>	<p>CD (E)</p>
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51. Cont.		<ul style="list-style-type: none"> <li>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</li> </ul> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable. Mitigation for the off-site improvements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the owner/applicant of each applicable project phase with El Dorado County and Caltrans.</p>	G	CD (E)
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52.

***Interim Stormwater Detention Basin.***

a. Design.

The owner/applicant shall be responsible for the design and construction of the interim stormwater detention basin (Basin No. 11). The detention basin design shall include City approved vehicular access to the entire basin, including but not limited to, the inlets and outfalls for the basin. The improvement plans for the proposed interim basin shall be reviewed and approved by the City prior to approval of any Final Map where the basin is required to be constructed to mitigate impacts to stormwater detention, water quality, and/or hydromodification.

b. Operation and Maintenance Manual

The owner/applicant shall prepare an Operations and Maintenance manual for the interim stormwater detention basin for maintenance by the City. The manual shall be subject to review and approval by the City prior to any Final Map where the basin is required to be constructed to mitigate impacts to stormwater detention, water quality, and/or hydromodification.

c. Access

The owner/applicant shall grant public easements for access to the interim stormwater detention basin prior to approval of the Final Map which requires construction of the interim stormwater detention basin.

d. Operation Funding

The owner/applicant shall provide a funding mechanism, separate from the funding mechanism for the permanent detention basin, for the operation and maintenance by the City of Folsom of the interim stormwater detention basin. The funding for the operation and maintenance of the basin shall remain in place until such time as the required permanent detention basin(s) are constructed downstream by others and are operational in accordance with the Folsom Plan Area Storm Drainage Master Plan. The funding mechanism shall be in place and funding available to the City prior to approval of any Final Map where the basin is required to be constructed to mitigate impacts to stormwater detention, water quality, and/or hydromodification.

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53.	3A 8.7	<p><b><i>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</i></b></p> <p>To ensure that the operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the owner/applicant shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval prior to issuance of the grading permit for the proposed detention basins under the City's jurisdiction.</p> <p>The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> <li>• Description of the project.</li> <li>• Description of detention basins and all water features and facilities that would control on-site water levels.</li> <li>• Goals of the plan.</li> <li>• Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> <li>i. BMPs that would be implemented on-site;</li> <li>ii. public education and awareness;</li> <li>iii. sanitary methods used (e.g., disposal of garbage);</li> <li>iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and</li> <li>v. stormwater management.</li> </ul> </li> </ul>	G	CD (E) Sacramento County
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53. Cont.	3A 8.7	<ul style="list-style-type: none"> <li>• Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association).</li> </ul> <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the owner/applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for the site conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth;</li> <li>• perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area;</li> <li>• design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling;</li> <li>• coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations;</li> <li>• enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality;</li> <li>• if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg- laying (female mosquitoes can fly through pipes); and</li> <li>• design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008).</li> </ul>	G	CD (E) Sacramento County
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54.	3B.9-1b	<p><b>Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board</b></p> <p>All hydrostatic test water and construction dewatering shall be discharged to an approved land disposal area or drainage facility in accordance with Central Valley RWCQB requirements. The City or its construction contractor shall provide the Central Valley RWCQB with the location, type of discharge, and methods of treatment and monitoring for all hydrostatic test water discharges. Emphasis shall be placed on those discharges that would occur directly to surface water bodies.</p>	G	CD (E)
55.		<p><b>State and Federal Permits</b></p> <p>The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.</p>	G, I	CD (P)(E)



56.	3A 3-1a 3A 3-1b	<p><b>Clean Water Act Sections 401 and 404 Permits</b></p> <p>Prior to the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the owner/applicant shall secure all necessary permits obtained under Sections 401 and 404 of the Clean Water Act or the State's Porter-Cologne Act and implement all permit conditions for the proposed project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet of Waters of the U.S., or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet of any other Waters of the U.S. or wetland habitats, including Waters of the State. The owner/applicant shall adhere to all conditions outlined in the permits. The owner/applicant shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with United States Army Corps Of Engineers and the Central Valley Regional Water Quality Control Board) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to United States Army Corps Of Engineers, the Central Valley Regional Water Quality Control Board, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. The boundaries of the 404 permit, including required buffers shall be shown on the grading plans.</p> <p>All mitigation requirements to satisfy the requirements of the City and the Central Valley Regional Water Quality Control Board, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of United States Army Corps Of Engineers, shall be determined and implemented before grading plans are approved.</p> <p>All wetland mitigation compliance reports submitted to the Army Corps of Engineers shall also be copied concurrently to the City.</p>	G, I	CD(P)(E) United States Army Corps. Of Engineers Central Valley Regional Water Quality Control Board
57.		<p><b>Water Quality Certification</b></p> <p>A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions.</p>	G	CD (E)

58.	3A3-4a.	<p><b>Master Streambed Alteration Agreement</b></p> <p>The owner/applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from California Department of Fish and Wildlife for all construction activities that would occur in the bed and bank of California Department of Fish and Wildlife jurisdictional features within the project site. As outlined in the Master Streambed Alteration Agreement, the owner/applicant shall submit a Sub-notification Form (SNF) to California Department of Fish and Wildlife 60 days prior to grading and/or the commencement of construction to notify California Department of Fish and Wildlife of the project.</p> <p>Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to California Department of Fish and Wildlife jurisdiction. The agreement shall be executed by the owner/applicant and California Department of Fish and Wildlife before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under California Department of Fish and Wildlife jurisdiction.</p>	G	CD(P)(E) California Department of Fish and Wildlife
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59.	3B 3-1c	<p><b>Restore All Waters Impacted by Trenching and Temporary Construction Staging</b>  For all crossings of waters of the U.S. or State in which the use of trenchless technologies are not feasible, the City shall ensure that all waters impacted by trenching activities are restored to pre-project conditions. In addition, within 30 days following project construction, the owner/applicant shall ensure that all temporary construction staging areas within waters of the U.S. or State are restored to preproject conditions. At minimum, the City shall ensure that the following measures are implemented during construction:</p> <ul style="list-style-type: none"> <li>• Conduct trenching and construction activities across drainages during low-flow (e.g., &lt;1 to 2 cfs) or dry periods as feasible;</li> <li>• If working in active channels, install cofferdam upstream and downstream of stream crossing to separate construction area from flowing waterway;</li> <li>• Place sediment curtains upstream and downstream of the construction zone to prevent sediment disturbed during trenching activities from being transported and deposited outside of the construction zone;</li> <li>• Locate spoil sites such that they do not drain directly into the drainages or seasonal wetlands;</li> <li>• Store equipment and materials away from the drainages and wetland areas. No debris will be deposited within 250 feet of the drainages and wetland areas;</li> <li>• Prepare and implement a revegetation plan to restore vegetation in all temporarily disturbed wetlands and other waters using native species seed mixes and container plant material that are appropriate for existing hydrological conditions.</li> </ul>	G	CD (E)
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59. Cont.	3B 3-1c	<p>Prior to the approval of grading and improvement plans and before any groundbreaking activity associated with grading and construction requiring fill of wetlands or other waters of the U.S. or waters of the state, the owner/applicant shall submit a wetland mitigation and monitoring plan (MMP) for the restoration of these waters within the selected water alignment to the US Army Corps of Engineers (USACE) and Central Valley Regional Water Quality Control Board (RWQCB) for review and approval of those portions of the plan over which they have jurisdiction. The Mitigation and Monitoring Plan (MMP) would have to be approved prior to issuance of a Section 404 permit. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of restoration activities, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer.</p> <p>At minimum, the MMP shall provide the following information:</p> <ul style="list-style-type: none"> <li>• A description and drawings showing the existing contours (elevation) and existing vegetation of the waters of the U.S. and State that would be impacted through trenching activities. This information shall include site photographs taken at each impacted water.</li> <li>• Methods used to ensure that trenching within waters of the U.S. and State do not adversely alter existing hydrology, including the draining of the waters (e.g., use of cut-off walls).</li> <li>• The methods used to restore the site to the original contour and condition, as well as a plan for the revegetation of the site following installation of the improvements.</li> <li>• Proposed schedule for restoration activities</li> </ul>	G	CD (E)
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60.	3A 3-2a	<p><b>Swainson's Hawk Nesting Habitat</b></p> <p>A qualified biologist shall be retained by the owner/applicant to conduct preconstruction surveys and to identify active Swainson's Hawk nests on and within 0.5-mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of grading and construction. To the extent feasible, guidelines provided in <i>Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000)</i> shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's Hawks shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. California Department of Fish and Wildlife guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p>	G	CD(P)(E) California Department of Fish and Wildlife
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61.	3A 3-2b	<p><b>Swainson's Hawk Habitat</b></p> <p>Prior to the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the owner/applicant shall secure suitable Swainson's Hawk foraging habitat to ensure appropriate mitigation of habitat value for Swainson's Hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with California Department of Fish and Wildlife and a qualified biologist.</p> <p>The habitat value or shall be based on Swainson's Hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California. If such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement, the ratio for habitat value shall be 0.5:1. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County and the habitat value shall be 1:1. The City, after consultation with California Department of Fish and Wildlife, will determine the appropriateness of the mitigation land.</p> <p>The owner/applicant shall transfer said Swainson's Hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and California Department of Fish and Wildlife named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with California Department of Fish and Wildlife. After consultation with California Department of Fish and Wildlife and the Conservation Operator, the City shall approve the content and form</p>	G	CD (P) California Department of Fish and Wildlife
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61. Cont.	3A 3-2b	<p>of the conservation easement. The City, California Department of Fish and Wildlife, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>After consultation with the City, The owner/applicant, California Department of Fish and Wildlife, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and California Department of Fish and Wildlife.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and California Department of Fish and Wildlife. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</p>	G	CD(P)(E) California Department of Fish and Wildlife
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62.	3A 3-2a	<p><b>Burrowing Owl</b> A qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active Burrowing Owl burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of grading and construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with California Department of Fish and Wildlife. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrowing owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p>	G	CD(P)(E) California Department of Fish and Wildlife
63.		<p><b>Nesting Raptors</b> To mitigate impacts on nesting raptors, a qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development</p> <p>If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p>	G	CD(P)(E) California Department of Fish and Wildlife

64.	3A.3-2c	<p><b><i>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</i></b></p> <p>To avoid and minimize impacts to tricolored blackbird, the owner/applicant of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p>	G	CD(P)(E) California Department of Fish and Wildlife
65.		<p><b><i>Other Nesting Special-Status and Migratory Birds</i></b></p> <p>The owner/applicant shall retain a qualified biologist to conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31). The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site.</p> <p>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with California Department of Fish and Wildlife. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p>	G	CD(P)(E) California Department of Fish and Wildlife

66.	3A3-4b	<p><b>Valley Needlegrass</b>  The project shall preserve a total of 1.503 acres of Valley needlegrass grassland within the on-site Open Space areas. This includes 1.164 acres of Valley needlegrass grassland permanently protected in the Conservation Area and 0.339 acre protected in the Passive Recreation Open Space. Both of these types of Open Space will ultimately be managed by the City of Folsom under an approved Operations and Management Plan for the FPASP.</p> <p>Prior to ground-breaking activities including grading or construction, the owner/applicant, shall protect the existing Valley needlegrass grassland populations by a highly visible construction fence for avoidance during grading. Once construction is complete, graded areas within the Passive Recreation Open Space shall be restored to natural grassland conditions. These areas shall be seeded with a native seed mix which includes a majority of needlegrass species to ensure the establishment of additional areas of Valley needlegrass grasslands on site.</p> <p><b>Animal Barrier</b>  To discourage the migration of undesirable small animals (including snakes) into adjacent developed properties during the development of the project, the owner/applicant shall install a barrier along all areas adjacent to developed residential properties and parks to the satisfaction of the Community Development Department and consistent with a qualified biologist's recommendations. In general, the barrier may consist of wire-mesh fabric with openings not exceeding ½-inch width. The height of the barrier shall be at least 18 inches (above the ground surface), and may be buried into the ground at least twelve inches. The barrier shall be supported with metal stakes at no more than 10-foot spacing. The barrier shall be installed by the owner/applicant, as approved by the Community Development Department and a qualified biologist, prior to any construction disturbance on the site, including clearing and grading operations.</p>	G	CD(P)(E) California Department of Fish and Wildlife
67.		<p><b>Animal Barrier</b>  To discourage the migration of undesirable small animals (including snakes) into adjacent developed properties during the development of the project, the owner/applicant shall install a barrier along all areas adjacent to developed residential properties and parks to the satisfaction of the Community Development Department and consistent with a qualified biologist's recommendations. In general, the barrier may consist of wire-mesh fabric with openings not exceeding ½-inch width. The height of the barrier shall be at least 18 inches (above the ground surface), and may be buried into the ground at least twelve inches. The barrier shall be supported with metal stakes at no more than 10-foot spacing. The barrier shall be installed by the owner/applicant, as approved by the Community Development Department and a qualified biologist, prior to any construction disturbance on the site, including clearing and grading operations.</p>	G	CD (E)(P)



68.	<p>3 A 5-1a  3A 5-2  3A 5-3</p>	<p><b><i>Conduct Construction Worker Awareness Training, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></b></p> <p>The owner/applicant(s) shall retain a qualified archaeologist to prepare and disseminate a contractor awareness training program for all construction supervisors. The sensitivity training program will provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. The training shall be carried out each time a new contractor will begin work in the project area, and a minimum of once at the start of each construction season by that contractor, the qualified archeologist shall submit the completed training attendance roster and a copy of the training materials to the City and the USACE within 48 hours of delivery of the training program.</p>	G	CD (E) USACE
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69.	3A 5-3	<p><b><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></b></p> <p>In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation Measure 4.4-2(a) shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).</p> <p>If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission (NAHC), which then designates a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Native American Most Likely Descendant then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).</p> <p>If the owner/applicant does not agree with the recommendations of the Native American Most Likely Descendant, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the owner/applicant shall rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641).</p>	OG	CD (P)(E) Sacramento County Coroner Native American Heritage Commission
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70.	3A5-2	<p><b>Conduct Construction Worker Awareness Training, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</b></p> <p>Before the start of any earthmoving activities, the owner/applicant shall retain a qualified professional to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. The training shall be included in the archaeological contractor awareness training program.</p> <p>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom's Community Development Department. The owner/applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p>	G	CD (E)(P)
71.	3A 5-1a	<p><b>Geoarcheological Monitoring</b></p> <p>In the event that any grading will occur within areas determined to require geoarcheological monitoring, the owner/applicant shall retain a qualified professional geoarcheologist who has a graduate degree in the specialized discipline, possesses a demonstrated ability to carry research to completion, and has at least 24 months of professional experience and/or specialized training in geoarcheology. The geoarcheologist shall monitor the ground disturbing activities in the affected areas down to 1.5 meters below the surface. The monitoring geoarcheologist shall submit proof of monitoring in the form of daily field monitoring logs to the City and the US Army Corps of Engineers within 48 hours of completion of monitoring activities.</p>	G	CD (E)(P)

72.	3B.8-1a	<p><b><i>Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines.</i></b></p> <p>The City shall ensure, through the enforcement of contractual obligations, that all contractors transport, store, and handle construction-related hazardous materials in a manner consistent with relevant regulations and guidelines, including those recommended and enforced by Caltrans, Central Valley RWQCB, local fire departments, and the County environmental health department.</p> <p>Recommendations shall include as appropriate transporting and storing materials in appropriate and approved containers, maintaining required clearances, and handling materials using applicable Federal, state and/or local regulatory agency protocols. In addition, all precautions required by the Central Valley RWQCB-issued NPDES construction activity stormwater permits shall be taken to ensure that no hazardous materials enter any nearby waterways.</p> <p>In the event of a spill, the City shall ensure, through the enforcement of contractual obligations, that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If required by the local fire departments, the local environmental health department, or any other regulatory agency, contaminated media shall be collected and disposed of at an off-site facility approved to accept such media. The storage, handling, and use of the construction-related hazardous materials shall be in accordance with applicable Federal, state, and local laws. Construction-related hazardous materials and hazardous wastes (e.g., fuels and waste oils) shall be stored away from stream channels and steep banks to prevent these materials from entering surface waters in the event of an accidental release. These materials shall be kept at sufficient distance (at least 500 feet) from nearby residences or other sensitive land uses. This includes materials stored for expected use, materials in equipment and vehicles, and waste materials.</p>	G	CD (E)(P)
73.		<p><b><i>Landslide /Slope Failure</i></b></p> <p>The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.</p>	G	CD (E) PW

74.	3B.16-3a	<p><b>Minimize Utility Conflicts by Implementing an Underground Services Alert.</b> Underground utilities and service connections shall be identified prior to commencing any excavation work through the implementation of an Underground Services Alert (USA). The exact utility locations will be determined by hand-excavated test pits dug at locations determined and approved by the construction manager (also referred to as “pot-holing”). Temporary disruption of service may be required to allow for construction. No service on such lines would be disrupted until prior approval is received from the construction manager and the service provider.</p>	G	CD (E) PW
75.	3B.16-3b	<p><b>Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions.</b> Prior to installation, the City shall consult with EID, PG&amp;E, etc., to determine proper installation methods and final design criteria to minimize the potential for disruptions to existing and planned utilities.</p>	G	CD (E) PW
<b>IMPROVEMENT PLAN REQUIREMENTS</b>				
76.		<p><b>Improvement Plans</b> The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department, El Dorado County if applicable, and the El Dorado Irrigation District (EID) if applicable prior to approval of a Final Map.</p>	M	CD (E)
77.	3A.9-4:	<p><b>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.</b> Prior to submittal to the City of tentative maps or improvement plans the owner/applicants shall conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the owner/applicants shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City.</p>	I	CD (P)(E)
78.		<p><b>Standard Construction Specifications and Details</b> Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u> with the exception of sewer and water, which will be provided by the El Dorado Irrigation District (EID). Sewer and water improvements shall be provided in accordance with the EID Design and Construction Standards (July-1999). The sewer and water improvements shall also be designed and constructed in accordance with the approved Facilities Plan Report (FPR), and are subject to review and approval by EID.</p>	I	CD (P)(E)



79.	<p><b>Water and Sewer Infrastructure</b></p> <p>All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria must be met;</p> <ul style="list-style-type: none"> <li>• The owner/applicant shall provide public sewer and water main easements</li> <li>• An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment.</li> <li>• In no case shall a City-maintained public water or public sewer line be placed on private residential property.</li> <li>• The domestic water and irrigation system owned and maintained by the City shall be separately metered per City of Folsom <u>Standard Construction Specifications and Details</u>.</li> <li>• It is possible that sewer service for all or portions of Phase 3A and 3B of the Folsom Heights Subdivision may be provided by the City of Folsom instead of the El Dorado Irrigation District (EID). In such event, the City of Folsom service will be provided, pursuant to a prior written agreement between the City and the EID on terms acceptable to both entities.</li> </ul>	I	CD (E)
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80.	3A1-5	<p><b>Lighting Plan</b> The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Heights Subdivision Design Guidelines:</p> <ul style="list-style-type: none"> <li>• shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</li> <li>• place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists;</li> <li>• for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;</li> <li>• use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earthtoned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and</li> <li>• design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off site glare.</li> </ul>	I	CD (P)
81.	3B. 1-2a.	<p><b>Above Ground Utility Site Design Review Application</b> The owner/applicant shall submit a Site Design Review Application for all above ground utility installations (water tanks, booster pumps stations, life stations, etc.) to the Community Development Department to ensure these facilities are adequately screened. These above ground utility installations shall be designed to be adequately screened and/or blended into the hillsides through use of berming, landscaping or through the use of walls or fences to the satisfaction of the Community Development Department. In addition, the final design, materials, and colors of any structures, walls, fences, and enclosures shall be consistent with the Folsom Plan Area Public Facilities Design Standards Master Building Materials and Colors List and to the satisfaction of the Community Development Department.</p>	G, I	CD (P)(E) EWR
82.		<p><b>Utility Coordination</b> The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&amp;E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.</p>	I	CD (P)(E)

83.	3B.7-4	<b>Implement Corrosion Protection Measures.</b> The owner/applicant shall be required to provide that all underground metallic fittings, appurtenances and piping in the City's water systems include a cathodic protection system to protect these facilities from corrosion. The cathodic protection system shall be prepared by a licensed geotechnical or civil engineer and the system shall be reviewed and approved by the City and the El Dorado Irrigation District (EID) prior to approval of improvement plans.	I	CD(E), EWR
84.	3B.7-1b	<b>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</b> The owner/applicant shall be required to provide isolation valves or similar devices to be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of a pipeline failure. The pipeline failure contingency measures shall be incorporated into the final pipeline design and this design shall be prepared by a licensed geotechnical or civil engineer. The specifications for the isolation valves shall conform to the California Building Code (CBC) and American Water Works Association Standards. The final pipeline design shall be reviewed and approved by the City and the El Dorado Irrigation District (EID) prior to approval of improvement plans.	I	CD (E), EWR
85.		<b>Replacing Hazardous Facilities</b> The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	I, OG	CD (E)
86.		<b>Future Utility Lines</b> All future utility lines lower than 69 KV that are to be built within the project, shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.	B	CD (E)
87.		<b>Water Meter Fixed Network System</b> The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the project.	I	CD (E), EWR
88.		<b>Vertical Curb</b> All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.	I	CD (P)(B)
89.		<b>Class II Bike Lanes</b> All Class II bike lanes shall be striped and painted green. No parking shall be permitted within the Class II bike lanes.	I	CD (E)(P)

90.	3A 11-4	<p><b>Noise Barriers</b> Based on the Supplemental Environmental Noise Assessment prepared by Bollard Acoustical Consultants on March 10, 2017, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> <li>• Traffic noise barriers shall be constructed along selected lots adjacent to White Rock Road (Lots 1-6) and future Empire Ranch Road (Lots 18-23) at the locations indicated on Figures 2 and 3 within the Environment Noise Assessment. The noise barriers shall be six-foot-tall relative to backyard elevation. The final location, design, materials, and colors of the noise barriers shall be to the satisfaction of the Community Development Department.</li> <li>• All second-floor bedroom windows of selected lots adjacent to White Rock Road (Lots 1-3) and future Empire Ranch Road (Lots 20-21) from which the roadway is visible shall be upgraded to a minimum STC rating of 32 (Shown on Figures 2 and 3 within the Environment Noise Assessment).</li> <li>• Mechanical ventilation (air conditioning) shall be provided for all single-family residences within the Folsom Heights Subdivision to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.</li> </ul>	I	CD (E)(P)
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91.

***Master Plan Updates***

The City has approved the Folsom Plan Area Storm Drainage Master Plan, Wastewater Master Plan, and Sewer Master Plan. The owner/applicant shall submit complete updates to the approved master plans, if applicable, for the proposed changes to the master plans as a result of the proposed project. The updates to the master plans for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans.

The plans shall be accompanied by engineering studies supporting the sizing, location, and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with the approved master plans, including any necessary off-site improvements to support development of a particular phase or phases, subject to prior approval by the City. Off-site improvements may include roadways to provide secondary access, water transmission lines or distribution facilities to provide a looped water system, sewer trunk mains and lift stations, water quality facilities, non-potable water pipelines and infrastructure, and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.

The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom Standard Construction Specifications and Details, and the Design and Procedures Manual and Improvement Standards and in accordance with the El Dorado Irrigation District (EID) Design and Construction Standards (July-1999) where applicable. The sewer and water improvements shall also be included in the Facilities Plan Report (FPR), which is subject to review and approval by EID.

The storm drainage design shall provide for no net increase in run-off under post-development conditions.

G, I

CD(E), EWR, PW



92.	3A 3-1a	<p><b><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></b></p> <p>To minimize indirect effects on water quality and wetland hydrology, the owner/applicant shall include stormwater drainage plans and erosion and sediment control plans in their grading and/or improvement plans and shall submit these plans to the City for review and approval. Prior to approval of grading and/or improvement plans, the owner/applicant for any particular discretionary development application shall obtain a NPDES Construction General Permit and Grading Permit, comply with the City's Grading Ordinance and City drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site.</p> <p>The owner/applicant shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit. The owner/applicant shall be responsible for all necessary off-site improvements needed to support the Folsom Heights Subdivision drainage system.</p>	G, I	<p>CD (E), PW  PW (Sacto. Co. or El Dorado Co.)  CALTRANS  USACE  CVRWQCB</p>
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**FIRE DEPT REQUIREMENTS**

95.	3A 14-3	<p><b><i>Incorporate Fire Flow Requirements into Project Designs.</i></b>                  The owner/applicant shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code and shall verify to the City of Folsom Fire Department and El Dorado Hills Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	I, B	CD (E), FD
96.		<p><b><i>Prepare fuel modification plan (FMP).</i></b>                  If applicable, the owner/applicant shall submit a Fuel Modification Plan to the City for review and preliminary approval from the Fire Code Official prior to any Final and/or Parcel Map. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official. The owner/applicant shall obtain off-site easements for the required for the fuel modification buffer.</p> <p>The owner/applicant agree to be responsible for the long-term maintenance of the Fuel Modification Plan. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation.</p>	G, I, M, B	CD (P), FD

**All-Weather Access and Fire Hydrants**

The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch aggregate base from October to April 30). 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 approved by the Fire Marshal.

- Commercial Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the general commercial portion of the project is determined to be 750 GPM for three hours. The reduced fire-flow shall not be less than 1,000 GPM for commercial buildings with automatic sprinkler systems per Section 903.1.1 of the CFC, and shall not be less than 1,500 GPM for commercial buildings with automatic sprinkler systems per Section 903.3.1.2 of the CFC.
- Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed residential portion of the project is determined to be 875 GPM for one hour.
- All public streets shall meet City of Folsom Street Standards unless an alternative is specifically included within this approval.
- The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). Several streets indicated on the plans are dead ends greater than 500 feet. In such cases, a second emergency access will be required.
- All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2" AC over 6" AB from October 1 to April 30
- The first Fire Station planned for the Folsom Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.

G, I, M, B

CD (P), FD

98.	3A 14-2	<p><b><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></b></p> <p>To reduce impacts related to the provision of new fire services, the owner/applicant shall do the following, as described below:</p> <p>Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation of automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p>	I, B, O	CD (E), FD, PW
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99.	<p><b>Landscaping Plans</b> Final landscape plans and specifications 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.</p> <p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. Landscaping installed in open spaces located between tiers of lots shall be chosen for resistance to fire and limited fuel production. Furthermore, the owner/applicant shall comply with city-wide landscape rules or regulations on water usage. Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Folsom Heights Subdivision project.</p>	I, OG	CD(P), PW
100.	<p><b>Right of Way Landscaping</b> Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road or lots are constructed.</p>	I, OG	CD (P), PW
101.	<p><b>Roundabout Design</b> Prior to approval of the Final Map, the design all roundabouts shall be reviewed and approved by the Community Development Department, the Folsom Cordova Unified School District (FCUSD) and the Fire Department. The design shall include proposed lane configurations, proposed driveways, and any proposed landscape/hardscape features.</p>	M	CD (E), FD

**MAP REQUIREMENTS**

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

104.	3A 2-6	<p><b>Conditions, Covenants, and Restrictions (CC&amp;Rs)</b>  The owner/applicant shall disclose to the homebuyers in the Covenants, Conditions, and Restrictions (CC&amp;Rs) and in the Department of Real Estate Public Report</p> <ol style="list-style-type: none"> <li>1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</li> <li>2) The soil in the subdivision may contain naturally occurring asbestos.</li> <li>3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.</li> <li>4) The project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times.</li> <li>5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</li> </ol>	M	CD (P) PK
105.		<p><b>Financing Districts</b>  The owner/applicant shall form a Landscape and Lighting Assessment District, a Community Services District, and/ or a Home Owners Association, which shall be responsible for maintenance of all common areas, maintenance of all on-site landscaping, maintenance of storm drainage facilities, maintenance of storm water detention/detention basins and associated channels, maintenance of water quality ponds, and maintenance of any other site facilities in the subdivision throughout the life of the project to the satisfaction of the Community Development Department.</p>	M	CD (P)(E)

106.		<p><b>Public Utility Easements</b> The owner/applicant shall dedicate public easements for water, sewer, and sidewalks within the private streets, as well as public utility easements for underground public facilities on properties adjacent to the streets. Twelve and one-half-foot (12.5') wide Public Utility Easements for underground public facilities shall be dedicated adjacent to all private and public streets for other public utilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone). The width of the public utility easements adjacent to public and private streets may be reduced with prior approval from public utility companies. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)
107.		<p><b>Final Map Phasing</b> Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.</p>	M	CD (E)
108.		<p><b>Backbone Infrastructure</b> As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)
109.		<p><b>New Permanent Benchmarks</b> The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the off-site Backbone Infrastructure as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)
110.		<p><b>Maintenance Plan Final Approval</b> No Final Map will be accepted by the city for processing and review until such time that the Open Space Management and Financing Plan, the Drainage Facilities Maintenance and Financing Plan and the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance Community Facilities District is formed and approved by the City Council.</p>	M	CD (E)

111.		<p><b>Community Facilities Districts and Financing Plans</b></p> <p>Prior to approval of the first small lot final map and in accordance with Amendment No. 1 of the ARDA and any further amendments thereto, the owner/applicant is required to complete the following where applicable:</p> <ul style="list-style-type: none"> <li>• Formation and approval by the City Council of the Aquatic Center CFD,</li> <li>• Formation and approval by the City Council of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD,</li> <li>• Formation and approval by the City Council of the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD) ,</li> <li>• Formation and approval by the City Council of the Street Maintenance District/Lighting Maintenance District CFD (unless such street maintenance is included in the Services CFD)</li> <li>• Formation and approval by the City Council of the Open Space Management and Financing Plan.</li> <li>• Formation and approval by the City Council of the Drainage Facilities Maintenance and Financing Plan</li> </ul>	M	CD (E)
112.	4.7-1 3A 18-1	<p><b>Water Supply Availability</b></p> <p>The owner/applicant shall submit proof of compliance with Government Code Section 66473.7 (SB 221) by demonstrating the availability of a reliable and sufficient water supply from the City of Folsom if applicable for the amount of development that would be authorized by the final subdivision map. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy. The written proof of compliance shall be provided to the City prior to approval of any final map.</p>	M	CD (E), EWR
113.	3A 18-2a	<p><b>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</b></p> <p>The owner/applicant shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of a final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A building permit shall not be issued for any building within the project until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place to the satisfaction of the City and the El Dorado Irrigation District (EID).</p>	M, B, O	CD (E)(B), PW



114.		<p><b>Centralized Mail Delivery Units</b>  All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)
115.	3A.4-2a	<p><b>Implement Additional Measures to Reduce Operational GHG Emissions.</b></p> <p><b>Energy Efficiency</b></p> <ul style="list-style-type: none"> <li>• Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines).</li> <li>• Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%).</li> <li>• Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use.</li> <li>• Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings.</li> <li>• Install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes.</li> </ul> <p><b>Water Conservation and Efficiency</b></p> <ul style="list-style-type: none"> <li>• With the exception of ornamental shade trees, use water-efficient landscapes with native or drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependent spaces.</li> <li>• Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars.</li> <li>• Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.</li> <li>• Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances.</li> </ul>	B	CD (E)

115. Cont.	3A.4-2a	<ul style="list-style-type: none"> <li>Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community.</li> <li>Provide education about water conservation and available programs and incentives.</li> <li>To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers.</li> </ul> <p><b>Solid Waste Measures</b></p> <ul style="list-style-type: none"> <li>Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>Provide interior and exterior storage areas for recyclables and green waste at all buildings.</li> <li>Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development.</li> <li>Provide education and publicity about reducing waste and available recycling services.</li> </ul>	B	CD (E)
116.		<p><b>Transportation and Motor Vehicles</b></p> <ul style="list-style-type: none"> <li>Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing).</li> <li>Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).</li> </ul> <p><b>Recorded Final Map</b> Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department.</p>	B	CD (E)
117.		<p><b>Recorded Final Map</b> Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (P), FCUSD

118.	3A.11-5	<p><b>Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</b>  The owner/applicant shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> <li>• Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.</li> <li>• External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.</li> <li>• Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</li> <li>• Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</li> </ul>	B	CD (E)
119.		<p><b>Design Review Approval</b>  Prior to issuance of a building permit for any residential units within the subdivision, the owner/applicant shall obtain Design Review and/or Planned Development approval from the Planning Commission for all residences to be built within the subdivision. If the architecture is not consistent with the Folsom Heights Subdivision Design Guidelines, the owner applicant may modify the plans or apply for a modification to the Design Guidelines to be approved by the Planning Commission.</p>	B	CD (F)

120.	3A.7-5	<p><b>Divert Seasonal Water Flows Away from Building Foundations.</b> The owner/applicant of each project phase shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p> <p><b>TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS</b></p> <p>It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.</p> <p>Public Facilities Financing Plan (PFFP):</p> <p>In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees.</p> <p>Included in the PFFP are a number roadway projects including the Highway Interchanges that the Folsom Heights Subdivision project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the “fair share” financing of all the Plan Area’s backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.</p> <p>Sacramento County Transportation Development Fee (SCTDF) contribution: The City is establishing a “fair share” fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City Facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, “Fair Share Cost Allocation Sacramento County &amp; City of Folsom” dated January 2, 2014.</p> <p>Cal Trans/ City Memorandum of Understanding (Cal Trans MOU): The City of Folsom and Cal Trans entered into an MOU on December 17, 2014 to establish a fee mechanism to address the “fair share” impacts to Highway 50. The MOU identifies all the highway improvements for which there are mitigation measures and potential construction projects to address them. The City will establish a fee in the City Facilities portion of the Public Facilities Financing Plan and it will be collected at the time of building permit issuance.</p>	B	CD (B)(P)
121.	3A 15-4b,d	<p><b>East Bidwell/Iron Point</b> Prior to issuance of a building permit, the owner/applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.</p> <p><b>Scott Road (West)/White Rock Road</b> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal shall be installed.</p>	B	CD (E), PW
122.	3A15-1c		B (pay SCTDF)	CD (E), PW

123.	3A 15-4f	<p><b>Empire Ranch Road/Iron Point Road Intersection</b></p> <p>To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required:</p> <ul style="list-style-type: none"> <li>• The eastbound approach shall be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane.</li> <li>• The westbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane.</li> <li>• The northbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane.</li> <li>• The southbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane.</li> </ul>	CD (E), PW
124.	3A 15-1s	<p>The owner/applicant shall pay its proportionate share of funding of improvements.</p> <p><b>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road</b></p> <p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4).</p>	CD (E), PW
125.	3A 15-1u	<p><b>Westbound U.S. 50 between Prairie City Road and Folsom Boulevard</b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard.</p>	CD (E), PW

B  
(pay PFFP fee)

B  
(Caltrans MOU)

B  
(Caltrans MOU)



126.	3A 15-1x	<p><b>U.S. 50 Eastbound/Prairie City Road Diverge</b>  To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge.</p>	B (Caltrans MOU)	CD (E), PW
127.	3A 15-1y	<p><b>U.S. 50 Eastbound/Prairie City Road Direct Merge</b>  To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge.</p>	B (Caltrans MOU)	CD (E), PW
128.	3A 15-1z	<p><b>U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave</b>  To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans shall be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave.</p>	B (PFFP)	CD (E), PW
129.	3A 15-1aa	<p><b>U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge</b>  To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	B (Caltrans MOU)	CD (E), PW
130.	3A 15-1dd	<p><b>U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge</b>  To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge.</p>	B (Caltrans MOU)	CD (E), PW

131.	3A 15-1ee	<p><b>U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge</b>          To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on-ramp should start the westbound auxiliary lane that ends at the Prairie City Road off-ramp. The slip on-ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge.</p>	B (Caltrans MOU)	CD (E), PW
132.	3A 15-1ff	<p><b>U.S. 50 Westbound/Prairie City Road Loop Ramp Merge</b>          To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge.</p>	B (Caltrans MOU)	CD (E), PW
133.	3A-15-1gg	<p><b>U.S. 50 Westbound/Prairie City Road Direct Ramp Merge</b>          To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge.</p>	B (Caltrans MOU)	CD (E), PW
134.	3A 15-4t	<p><b>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway</b>          To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on-ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway.</p>	B (pay PFFP/ Interchange fee)	CD (E), PW

135.	3A 15-4u	<p><b>U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge.</b>          To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge.</p>	B (pay PFFP fee)	CD (E), PW
136.	3A 15-4v	<p><b>U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave</b>          To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave.</p>	B (pay PFFP fee)	CD (E), PW
137.	3A 15-4w	<p><b>U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge</b>          To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on-ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on-ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge.</p>	B (pay PFFP fee)	CD (E), PW

138.	3A 15-4x	<p><b>U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge</b>          To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge.</p>	B (pay PFFFP fee)	CD (E), PW
139.	3A 15-4y	<p><b>U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</b>          To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on-ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on-ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</p>	B (pay PFFFP fee)	CD (E), PW
140.	3A 15-2a	<p><b>Provide Options for Alternative Transportation Modes.</b>          The owner/applicant for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	B (pay PFFFP fee and Transit fee)	CD (E), PW
141.	3A 15-1a	<p><b>Folsom Boulevard/Blue Ravine Road Intersection</b>          To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection</p>	B (pay PFFFP fee)	CD (E), PW



142.	3A 15-1b	<p><b>Sibley Street/ Blue Ravine Road Intersection</b>  To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection</p>	CD (E), PW
143.	3A.15-1i	<p><b>Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road</b>  Improvements shall be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City Road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection</p>	B (pay PFFP fee)
144.	3A.15-1o	<p><b>Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection</b>  The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</p>	B (Caltrans MOU)



145.	3A.15-1p	<p><b>Grant Line Road/ State Route 16 Intersection</b></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches shall be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing shall be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. Improvements to this intersection shall be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection.</p>	CD (E), PW
146.	3A.15-1q	<p><b>Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus/carpool (HOV) lane shall be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</p>	CD (E), PW
147.	3A.15-1r	<p><b>Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</p>	CD (E), PW
148.	3A.15-1v	<p><b>Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</p>	CD (E), PW

149.	3A.15-1w	<p><b>U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</b>  To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</p>	B (Caltrans MOU)	CD (E), PW
150.	3A.15-1hh	<p><b>U.S. 50 Eastbound/Folsom Boulevard</b>  To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge shall be constructed. Improvements to this freeway segment shall be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge</p>	B (Caltrans MOU)	CD (E), PW
151.	3A.15-1ii	<p><b>U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge</b>  To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge.</p>	B (Caltrans MOU)	CD (E), PW
152.	3A.15-2b	<p><b>Participate in the City's Transportation System Management Fee Program</b>  The owner/applicant for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	B	CD (E), PW

153.	3A.15-3	<p><b>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</b></p> <p>In accordance with Measure W, the owner/applicant for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.</p>	B (Caltrans MOU, PFFP fee, SCTDF)	CD (E), PW
154.	3A.15-4a	<p><b>Sibley Street/Blue Ravine Road Intersection</b></p> <p>To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one dedicated right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection</p>	B Pay PFFP fee	CD (E), PW
155.	3A.15-4c	<p><b>East Bidwell Street/College Street</b></p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach shall be reconfigured to consist of one left-turn lane, one left / through lane, and two dedicated right-turn lanes. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the East Bidwell Street/College Street intersection</p>	B Pay PFFP fee	CD (E), PW
156.	3A.15-4g	<p><b>Oak Avenue Parkway/Easton Valley Parkway</b></p> <p>To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes.</p>	B Pay SCTDF	CD (E), PW
157.	3A.15-1f	<p><b>Oak Avenue Parkway/Middle Road Intersection</b></p> <p>To ensure that the Oak Avenue Parkway/Middle Road intersection (as shown in the FPA) operates at an acceptable LOS, control all movements with a stop sign.</p>	B Pay PFFP fee	CD (E), PW
158.	3A.15-1j	<p><b>Hazel Avenue between Madison Avenue and Curragh Downs Drive</b></p> <p>To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</p>	B Pay SCTDF	CD (E), PW

159.	3A.15-1i;	<p><b>White Rock Road/Windfield Way Intersection</b></p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection.</p>	B Pay SCTDF	PW
160.	3A.15-4i	<p><b>Grant Line Road/White Rock Road Intersection</b></p> <p>To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange.</p> <p>Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection.</p>	B Pay SCTDF	PW
161.	3A.15-4j	<p><b>Grant Line Road between White Rock Road and Kiefer Boulevard</b></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova

162.	3A.15-4k	<p><b>Grant Line Road between Kiefer Boulevard and Jackson Highway</b> To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova
163.	3A.15-4l	<p><b>Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps</b> The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements on Hazel Avenue, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps.</p>	B Pay SCTDF	Sacramento County City of Rancho Cordova
164.	3A.15-4m	<p><b>White Rock Road between Grant Line Road and Prairie City Road</b> To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment shall be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom Plan Area impacts.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road.</p>	B Pay SCTDF	Sacramento County



165.	3A.15-4n	<p><b>White Rock Road between Empire Ranch Road and Carson Crossing Road</b> To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment shall be widened to six lanes. Improvements to this roadway segment shall be implemented by Sacramento County.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road.</p>	B Pay SCTDF	Sacramento County
166.	3A.15-4o	<p><b>White Rock Road/Carson Crossing Road Intersection</b> To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane shall be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection</p>	B Pay SCTDF	CD (E), PW
167.	3A.15-4p	<p><b>Hazel Avenue/U.S. 50 Westbound Ramps Intersection</b> To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach shall be reconfigured to consist of one dedicated left turn lane, one shared left- through lane and three dedicated right-turn lanes. Improvements to this intersection shall be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection.</p>	B Pay SCTDF	CD (E), PW

168.	3A.15-4q	<p><b><i>Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard</i></b>  To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard.</p>	B Pay SCTDF	CD (E), PW
169.	3A.15-4r	<p><b><i>Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue</i></b>  To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue.</p>	B Pay SCTDF	CD (E), PW

170.	3A.15-4s	<p><b>Eastbound US 50 between Folsom Boulevard and Prairie City Road</b>  To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road</p>	<p style="text-align: center;">B  Pay SCTDF</p> <p style="text-align: right;">CD (E), PW</p>
171.		<p><b>Credit Reimbursement Agreement</b>  Prior to the recordation of the first Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.</p>	<p style="text-align: center;">M</p> <p style="text-align: right;">CD (E)</p>
172.		<p>The owner/applicant shall construct the portion of Empire Ranch Road from the southern project boundary to the intersection of Empire Ranch Road and Alder Creek Parkway to its ultimate horizontal and vertical alignment with the Phase 3A portion of the Folsom Heights Subdivision project. The owner/applicant shall construct the portion of Empire Ranch Road from Alder Creek Parkway to the border of Large Lot 11/Large Lot 25 to its ultimate horizontal and vertical alignment with the Phase 4 portion of the Folsom Heights Subdivision project. The aforementioned roadway improvements shall be constructed as shown on the Vesting Small-Lot Tentative Subdivision Map and in accordance with the phasing plan. In addition, all required utility and roadway improvements shall be constructed in coordination with the phasing of the construction of the Empire Ranch Road street segments as shown on the Small-Lot Vesting Tentative Subdivision Map to the satisfaction of the City.</p>	<p style="text-align: center;">M</p> <p style="text-align: right;">CD (P)(E)</p>

173.		<p><b><i>Alder Creek Parkway Improvements</i></b>  The owner/applicant shall construct Alder Creek Parkway from the intersection of Empire Ranch Road to the intersection of Placerville Road as shown on the approved Small-Lot Vesting Tentative Subdivision Map and the approved Off-Site Improvements Exhibit. The aforementioned improvements shall be constructed with the Phase 2 portion of the Folsom Heights Subdivision project to the satisfaction of the Community Development Department.</p>	M	CD (P)(E)
174.		<p><b><i>Prima Drive Improvements</i></b>  The owner/applicant shall construct Prima Drive to its ultimate horizontal and vertical alignment from the project site to the intersection of Stonebriar Drive and Prima Drive as shown on the approved Small-Lot Vesting Tentative Subdivision Map and the approved Off-Site Improvements Exhibit. The aforementioned improvements shall be constructed with the Phase 1 portion of the Folsom Heights Subdivision project to the satisfaction of the Community Development Department and El Dorado County.</p>	M	CD (P)(E) El Dorado County
<b>ARCHITECTURE/SITE DESIGN REQUIREMENTS</b>				
175.		<p><b><i>Landscaping Plan</i></b>  Owner/applicant shall submit a landscape plan for all areas (by phase or subdivision) of the project where owner/applicant proposes to install landscaping on residential lots. The landscape plan shall take into account the then existing state or local rules and regulations related to landscape water usage and water wise landscape principles. The landscape plans shall be submitted and approved by the Community Development Director prior to the issuance of a building permit in the phase or subdivision. The owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions.</p>	B	CD (P) (E)
176.		<p><b><i>Walls/Fences/Gates</i></b>  The final location, design, height, materials, and colors of the walls, fences, and gates shall be subject to review and approval by the Community Development Department to ensure consistency with the Folsom Heights Subdivision Design Guidelines.</p>	B	CD (P) (E)
177.		<p><b><i>Mechanical Equipment Screening</i></b>  All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department.</p>	B	CD (P) (E)

178.		<p><b><i>El Dorado Irrigation District Facilities Plan Report</i></b>  The Facilities Plan Report (FPR) shall be approved by the El Dorado Irrigation District (EID) prior to approval of any Improvement Plan for the Folsom Heights Subdivision project. In addition, the FPR shall be implemented to the satisfaction of the El Dorado Irrigation District (EID) for the Folsom Heights Subdivision project. The owner/applicant shall obtain approval from the El Dorado Irrigation District (EID) and El Dorado County where applicable, prior to approval of any improvement plan for the project which includes water and sanitary sewer mains prior to approval of the plans by the City.</p>	I	CD (E)
179.		<p><b><i>Bicycle Trail System Modifications</i></b>  The owner/applicant shall incorporate the design and grading for the proposed Class I bike trails and Class II on-street bike lanes into the improvement plans consistent with the Folsom Heights Proposed Trail System Modification Exhibit dated December 14, 2016.</p>	I	CD (E)
180.		<p><b><i>White Rock Road Frontage Improvements</i></b>  The owner/applicant shall construct shoulder improvements along the project's entire frontage of westbound White Rock Road to the satisfaction of the City prior to approval of the Phase 1 Final Map or upon the construction of the future Empire Ranch Road connection to White Rock Road, whichever occurs first. In lieu of constructing the aforementioned interim shoulder improvements, the owner/applicant may enter into a Subdivision Improvement Agreement with the City and post adequate security to the City's satisfaction to ensure construction of said improvements; the security shall be for a minimum period of 10 years. If construction of the Capital Southeast Connector Project between Scott Road and the El Dorado County line has commenced during the term of the Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied and the security shall be released to the owner/applicant.</p>	M	CD (E)



181.		<p><b><i>Empire Ranch Road Irrigation</i></b>  The owner/applicant shall coordinate with the El Dorado Irrigation District (EID) to provide potable water for irrigation to the proposed landscape corridors on Empire Ranch Road. If EID is acceptable to allowing the City to provide the potable water for irrigation to the landscape corridors on Empire Ranch Road, the owner/applicant will prepare an inter-local agreement and coordinate with both the City and EID to execute and finalize the agreement. The agreement shall include the approval to allow the City the ability to provide water services and potable water for the irrigation within the boundaries of the EID and shall establish the boundary to separate each agencies area of responsibility along Empire Ranch Road. The City is acceptable to maintaining the landscape corridors on either the east or west side of Empire Ranch Road within the boundaries of the project provided the landscape corridors are along the street frontage of future residential uses or open space lots. The City will not provide maintenance of landscape corridors that will have street frontage for future commercial development on Empire Ranch Road. The inter-local agreement shall be executed and finalized between the City and EID prior to approval of the first Small Lot Final Map for the Folsom Heights Subdivision.</p>	M	CD (E)
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**CONDITIONS OF APPROVAL FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 15-303)  
WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF US HIGHWAY 50  
LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP**

Mitigation Measure		When Required	Responsible Department
<b>GENERAL REQUIREMENTS</b>			
1.	<p><b>90 Day Protest Period</b> The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code Section 66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations and other exactions.</p> <p>The applicant is hereby notified that the 90 day protest period, commencing from the date of approval of the project, has begun. If the applicant fails to file a protest regarding any of the fees, dedication requirements, reservation requirements or other exaction contained in this notice, complying with all the requirements of Government Code Section 66020, the applicant will be legally barred from later challenging such exactions.</p>	M	CD (E)(P)
2.	<p><b>Large-Lot Vesting Tentative Subdivision Map</b> The applicant shall submit a Large-Lot Vesting Tentative Subdivision Map to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> <li>• Large-Lot Vesting Tentative Subdivision Map, dated April 13, 2017</li> </ul>	OG	CD (E)(P)
3.	<p><b>Development Rights</b> The approval of this Large-Lot Vesting Tentative Subdivision Map does not convey any right to develop. Processing and approval of a Small-Lot Final Map and/or Planned Development Permit applications shall be required prior to construction or development of any of the parcels created by this Large-Lot Vesting Tentative Subdivision Map. As a condition of the Small-Lot Vesting Tentative Subdivision Map, the City shall identify improvements necessary to develop the subject parcels. These improvements may include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other similar improvements.</p>	M	CD (E)(P)

<b>CONDITIONS OF APPROVAL FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 15-303)  WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF US HIGHWAY 50  LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP</b>			
Mitigation Measure		When Required	Responsible Department
4.	<p>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:</p> <ul style="list-style-type: none"> <li>• The City bears its own attorney's fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p> <p><b>Street Names</b></p> <p>The street names identified below shall be used for the Final Large-Lot Map:  Empire Ranch Road, Alder Creek Parkway, Prima Drive, Summit Street, Bold Place, Highland Street, Folsom Heights Drive, Hillside Street, Hilltop Street, Paris Place, Deerfield Drive, Desmond Drive, Hillcrest Street, Cozy Court, Diego Court, Dakota Court, Skyview Drive, Rustic Ridge Drive, Iron Horse, Terrace Circle, Lone Leaf Drive, Hornet Street, and Mustang Street.</p> <p><b>Public Right of Way Dedication</b></p> <p>As provided for in the Amended and Restated Development Agreement (ARDA) and the Amendment No. 1 thereto, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot as shown on the Large-Lot Vesting Tentative Subdivision Map.</p> <p><b>FMC Compliance</b></p> <p>The Final Large-Lot Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p> <p><b>Single Phase</b></p> <p>The Final Large-Lot Map shall be recorded in one phase.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
5.		M	CD (E)(P)
6.		M	CD (E)(P)
7.		M	CD (E)
8.		M	CD(E)

**CONDITIONS OF APPROVAL FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT (PN 15-303)  
WEST OF EL DORADO COUNTY LINE, EAST OF EMPIRE RANCH ROAD, NORTH OF RUSSELL RANCH, AND SOUTH OF US HIGHWAY 50  
LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP**

Mitigation Measure	When Required	Responsible Department
<p><b>9.</b></p> <p><i>Validity</i> The approval of the Vesting Large Lot Tentative Subdivision Map shall be valid for a minimum term equal to the remaining term of the Development Agreement for the project, or for a period of thirty six months, whichever is longer, but in no event for a shorter period than the maximum period of time permitted by the Subdivision Map Act.</p> <p>The life of the Vesting Large Lot Tentative Subdivision Map shall track the life of the Vesting Small Lot Tentative Subdivision map for the project, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD(E)
<p><b>10.</b></p> <p>As provided for in the Tier 1 Amended and Restated Development Agreement and the First Amendment thereto, the owner/applicant shall dedicate all necessary public rights-of way (Empire Ranch Road and Alder Creek Parkway) and corresponding public utility easements such that public access is provided to each and every lot as shown on the Large-Lot Vesting Tentative Subdivision Map.</p>	M	CD (E)
<p><b>11.</b></p> <p>The owner/applicant shall grant in fee-title to the City of Folsom Lots 24 and 25 for the future Empire Ranch Interchange (Large Lots 24 and 25). The requirement to grant these lots in fee-title to the City shall be shown on the Large Lot Final Map. The grant deed to dedicate Lots 24 and 25 to the City shall be recorded with the Sacramento County Recorder prior to approval of the first Small-Lot Final Map in the Folsom Heights Subdivision project. The owner/applicant shall relinquish Abutter's Rights and re-establish the relinquishment of Abutter's Rights along the boundaries of Lots 24 and 25 as shown on the Large Lot Vesting Tentative Subdivision Map.</p>	M	CD (E), PW
<p><b>12.</b></p> <p>The owner/applicant shall grant an Irrevocable Offer of Dedication (IOD) to the City within Lot 20 as shown on the Large-Lot Tentative Subdivision Map to accommodate the future widening and alignment of White Road Road (JPA Connector/Green Alignment) and the White Rock Road JPA Connector/Empire Ranch Road Interchange to the satisfaction of the Community Development Department</p>	M	CD (E), PW



**DEVELOPMENT COSTS AND FEE REQUIREMENTS**

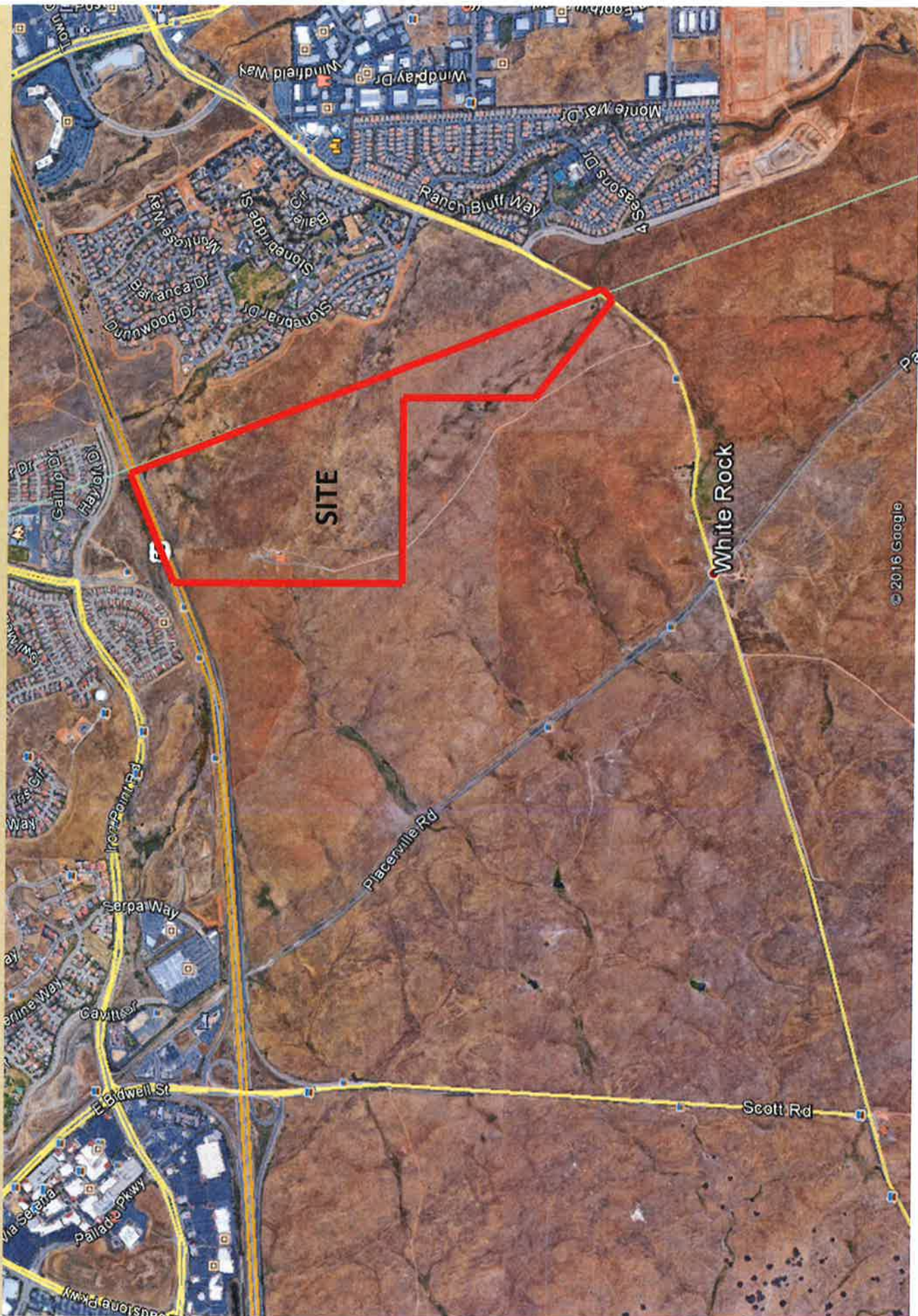
			M	CD (P)(E)
13.	The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and the Amended and Restated Development Agreement.		M	CD (P)(E)
14.	If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.		M	CD (E)
15.	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 building plans, improvement plans, or beginning inspection, whichever is applicable.		M	CD (P)(E)
16.	The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc. Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (May 23, 2017), or otherwise shall be governed by the terms of Amendment No. 1 to the ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.		M	CD (P) PW, PK
17.	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.		M	CD (P)(E)

Attachment 1

Vicinity Map



# Vicinity Map

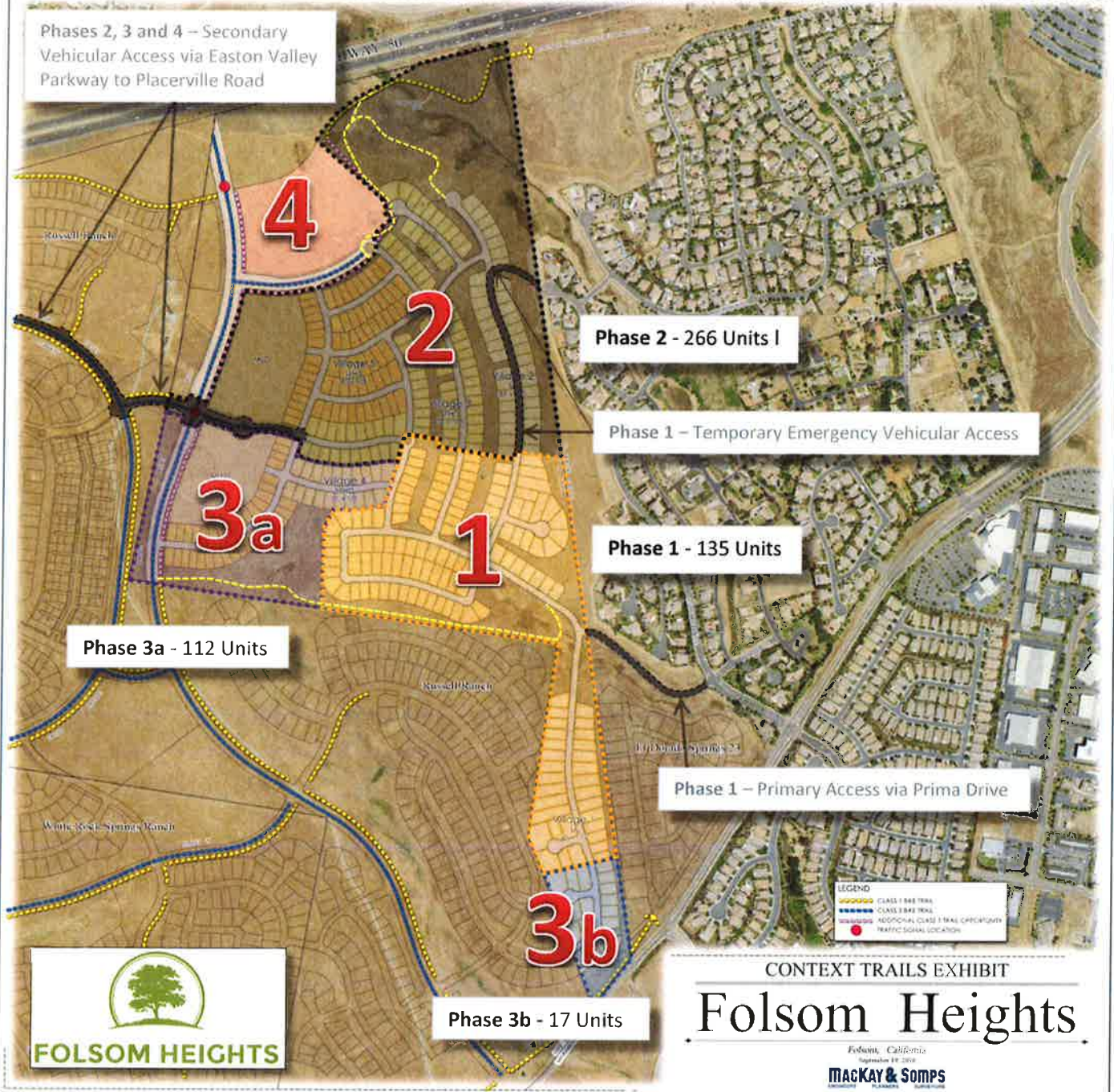


## Attachment 2

Preliminary Site Plan and Phasing Exhibit,  
Dated September 19, 2016



Phases 2, 3 and 4 – Secondary Vehicular Access via Easton Valley Parkway to Placerville Road



4

2

3a

1

3b

Phase 2 - 266 Units I

Phase 1 - Temporary Emergency Vehicular Access

Phase 1 - 135 Units

Phase 3a - 112 Units

Phase 1 - Primary Access via Prima Drive

Phase 3b - 17 Units

**LEGEND**  
CLASS 1 BAY TRAIL  
CLASS 2 BAY TRAIL  
ADDITIONAL CLASS 2 TRAIL CAPACITY  
TRAFFIC SIGNAL LOCATION



CONTEXT TRAILS EXHIBIT

# Folsom Heights

Folsom, California  
September 18, 2018  
**MACKAY & SOMPS**  
PLANNERS ARCHITECTS ENGINEERS



## Attachment 3

Illustrative Master Plan Exhibit, dated February 27, 2017

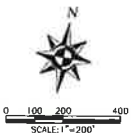


ILLUSTRATIVE MASTER PLAN EXHIBIT

# Folsom Heights

Folsom, California  
February 27, 2017

**MACKay & SOMPS**  
ENGINEERS PLANNERS SURVEYORS



**Attachment 4**

**Large-Lot Vesting Tentative Subdivision Map  
Dated April 13, 2017**



**Attachment 5**

**Small-Lot Vesting Tentative Subdivision Map  
Dated April 13, 2017**





**Attachment 6**

**Preliminary Grading and Drainage Plan  
Dated April 13, 2017**

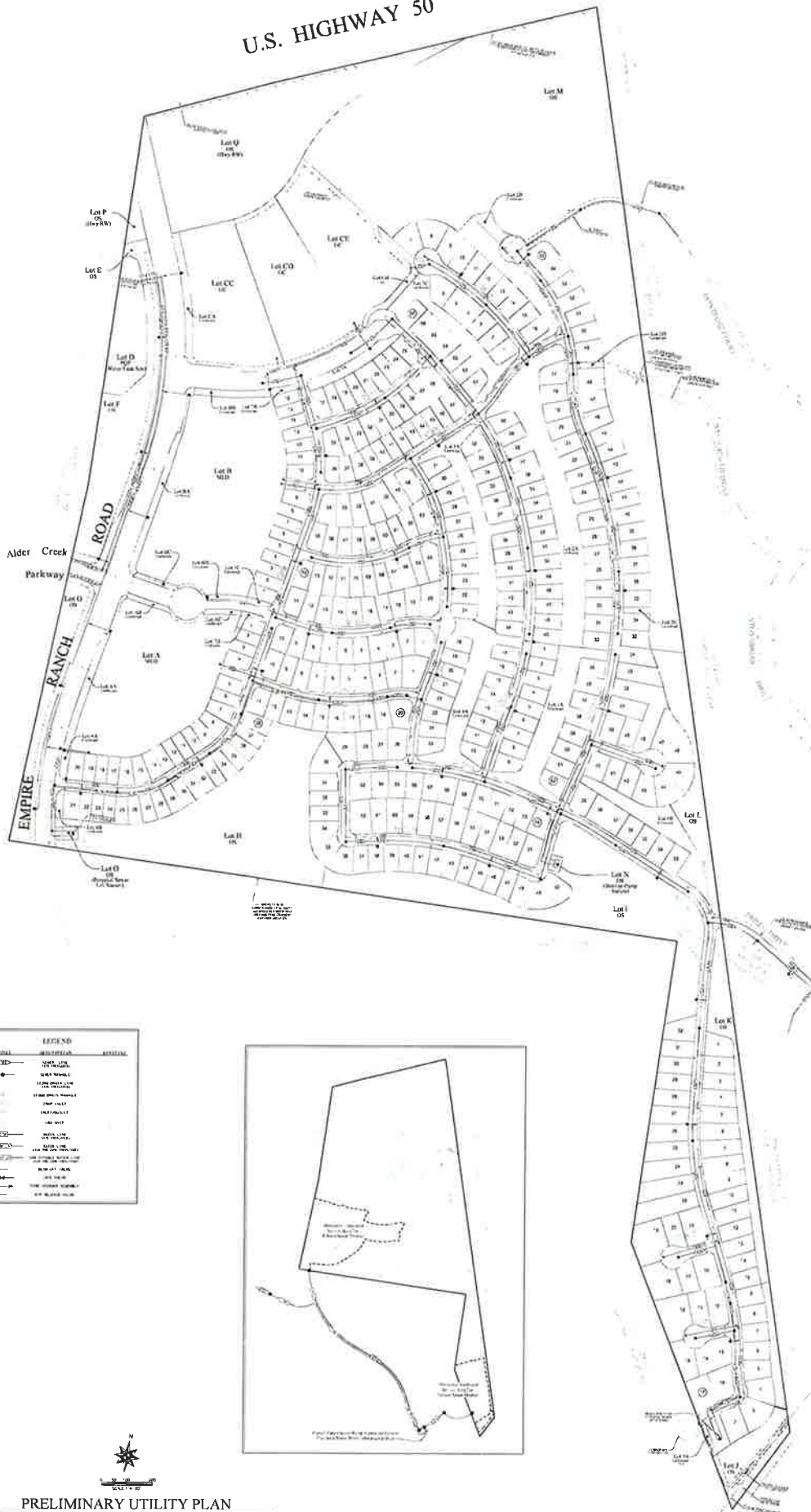


## Attachment 7

Preliminary Utility Plan, dated April 13, 2017



U.S. HIGHWAY 50



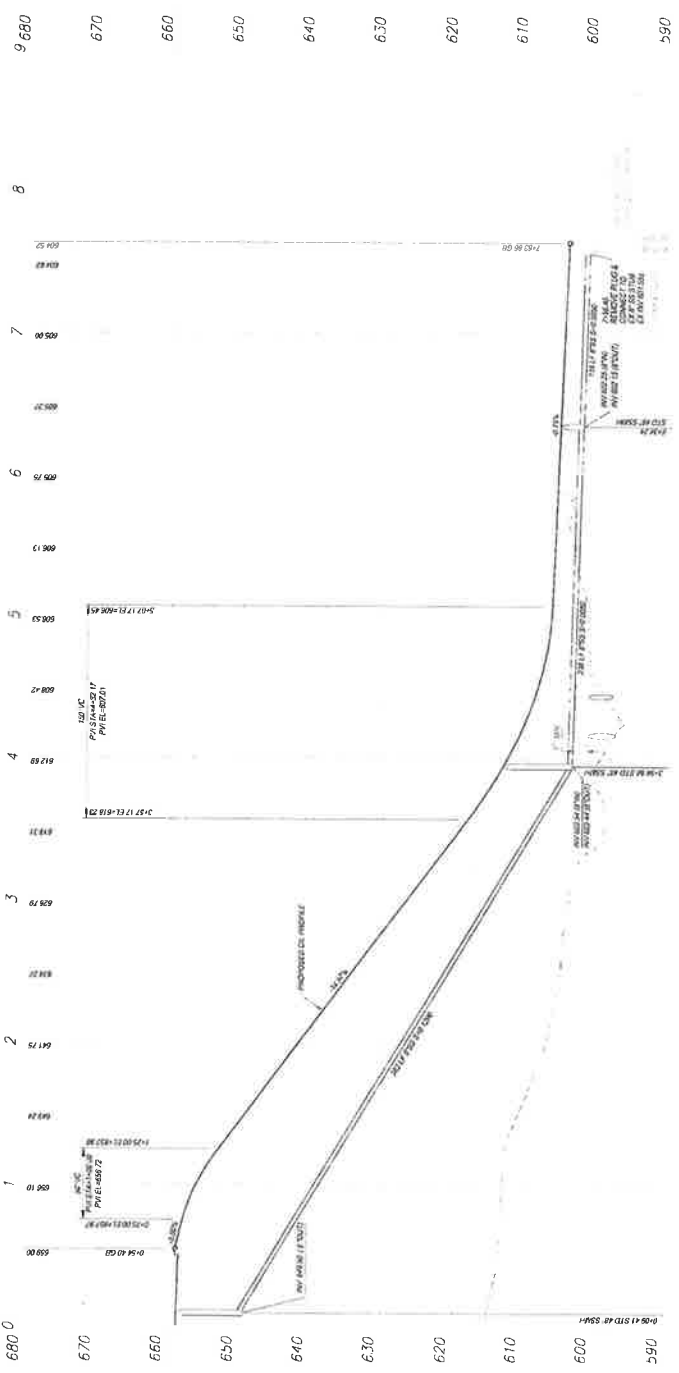
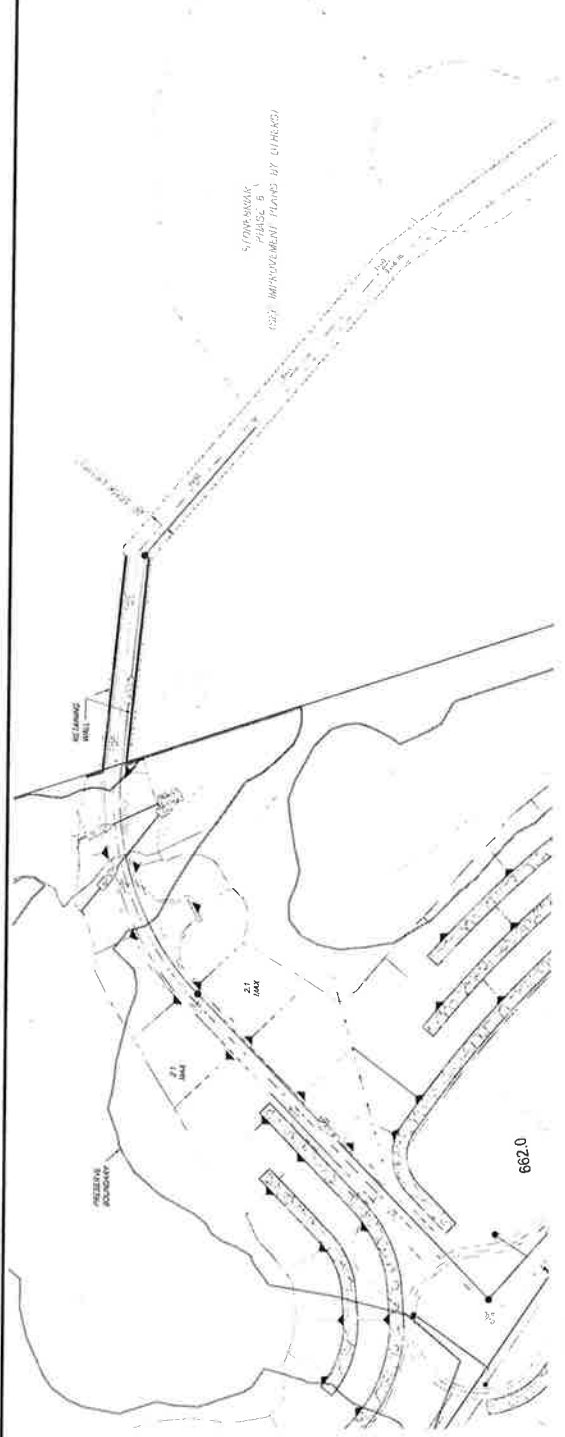
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**Attachment 8**

**Preliminary Off-Site Improvements  
Dated April 13, 2017**





Sanitary Sewer  
Access Road

# Folsom Heights

City of Folsom  
Scale 1"=40'  
California  
SEPTEMBER 2016  
**MACKAY & SOMPS**  
REGISTERED PROFESSIONAL ENGINEERS  
No. 44366 - Civil  
No. 44367 - Electrical  
No. 44368 - Mechanical  
No. 44369 - Structural  
No. 44370 - Surveying

PRELIMINARY - Subject to Revision  
Sheet 3 of 6



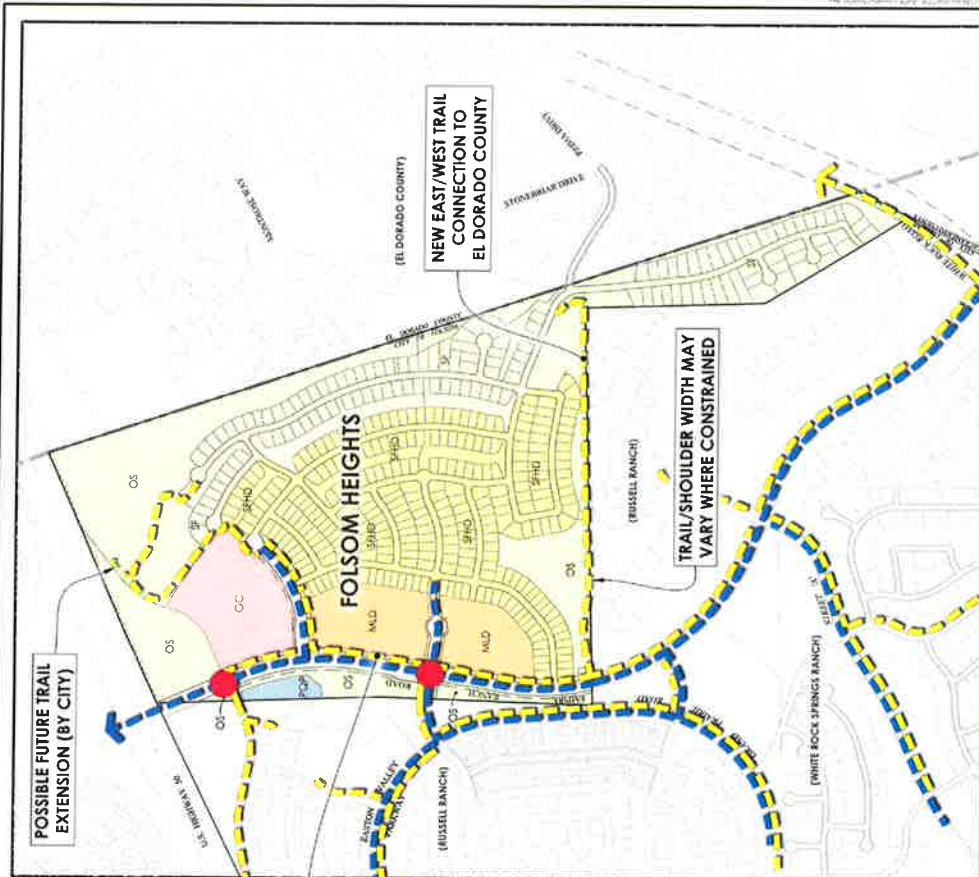






## Attachment 9

Proposed Trail System Modifications  
Dated December 14, 2016



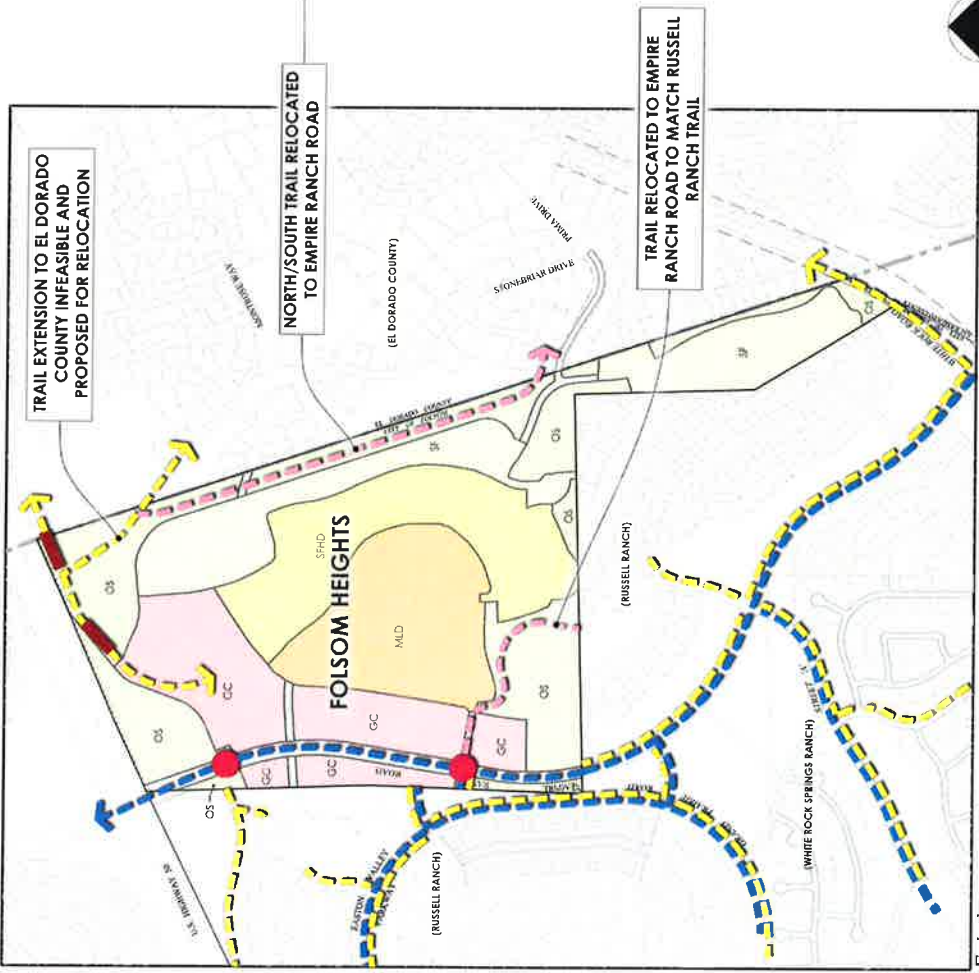
Proposed

APPROVED: FEBRUARY 7, 2017

# Proposed Trail System Modification

## FOLSOM HEIGHTS

Folsom, California  
December 14, 2016



Existing



- LEGEND**
- CLASS 1 BIKE TRAIL
  - CLASS 2 BIKE ROUTE
  - ADDITIONAL CLASS 1 TRAIL OPPORTUNITY
  - TRAFFIC SIGNAL LOCATION
  - WETLAND IMPACT AREA
- NOTE: ALL RESIDENTIAL STREETS ARE CLASS III BIKE ROUTES

**MACKAY & SOMPS**  
PLANNERS  
ENGINEERS SURVEYORS  
1555 Central Road, Suite 100, Folsom, CA 95681 | 916-775-7588

**Attachment 10**

**Proposed Administrative Modification Exhibit  
Dated February 17, 2017**



Attachment 11

Inclusionary Housing Plan, dated September 18, 2015



September 18, 2015

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

Dear Mr. Johnson:

**Re: Folsom Heights Inclusionary Housing Plan**

This letter is to formally notify the City of Folsom that Folsom Heights LLC intends to pay an affordable housing in-lieu fee in accordance to FMC Section 17.104.060 (G) for compliance with the Inclusionary Housing Plan requirement on its Folsom Heights development application permit. The applicant intends to pay the in-lieu fee on a per-unit basis as building permits are issued.

Please contact me if you have any further questions. 604-720-4695

Sincerely,



Folsom Heights LLC  
NOORDIN SAYANI

## Attachment 12

### Folsom Heights Subdivision Design Guidelines

# Folsom HEIGHTS

## DESIGN GUIDELINES

ADMINISTRATIVE DRAFT | MARCH 2017

*Folsom*  
**HEIGHTS**

**DESIGN GUIDELINES**

ADMINISTRATIVE DRAFT | MARCH 2017



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**1.2 PURPOSE . . . . . 6**

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#### **LIVABLE DESIGN**

Appendix A outlines the implementation of Universal Design principles in a practical and buildable application.

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*Chapter*  
**ONE**



## 1.1 LOCATION AND SETTING

Folsom Heights is located in the City of Folsom, approximately 25 miles east of Sacramento in the foothills of the Sierra Nevada Mountains. Used through the years as cattle grazing pastures, the land features rolling topography and minimal native vegetation. The site is bordered on the west by Placerville Road and the Sacramento-Placerville Transportation Corridor (old Southern Pacific railroad right-of-way) to the north by US Highway 50, to the south by White Rock Road, and to the east by a parcel within the City of Folsom, with the Sacramento County/El Dorado County line beyond. Adjacent land to the south across White Rock Road is within Sacramento County outside of the Folsom Plan Area Specific Plan (FPASP).

As part of the FPASP, Folsom Heights will be part of a holistic, interconnected community featuring a network of both on-street and off-street bicycle and pedestrian connections. The Folsom Plan Area will feature residential neighborhoods with a variety of densities to appeal to a broad diversity of residents, community-serving retail, services, a town center, office and industrial uses, schools, parks, and significant preserved open space. All of these components work together to create an integrated community intended to respect and complement the City of Folsom's commitment to a high-quality of life for its residents.

The FPASP zoning for the approximately 189.7 acre site is Single Family (SP-SF), Single Family High Density (SP-SFHD), Multi-Family Low Density (SP-MLD), General Commercial (SP-GC), Open Space (SP-OS), and Park (SP-P), and Public-Quasi Public (SP-PQP).

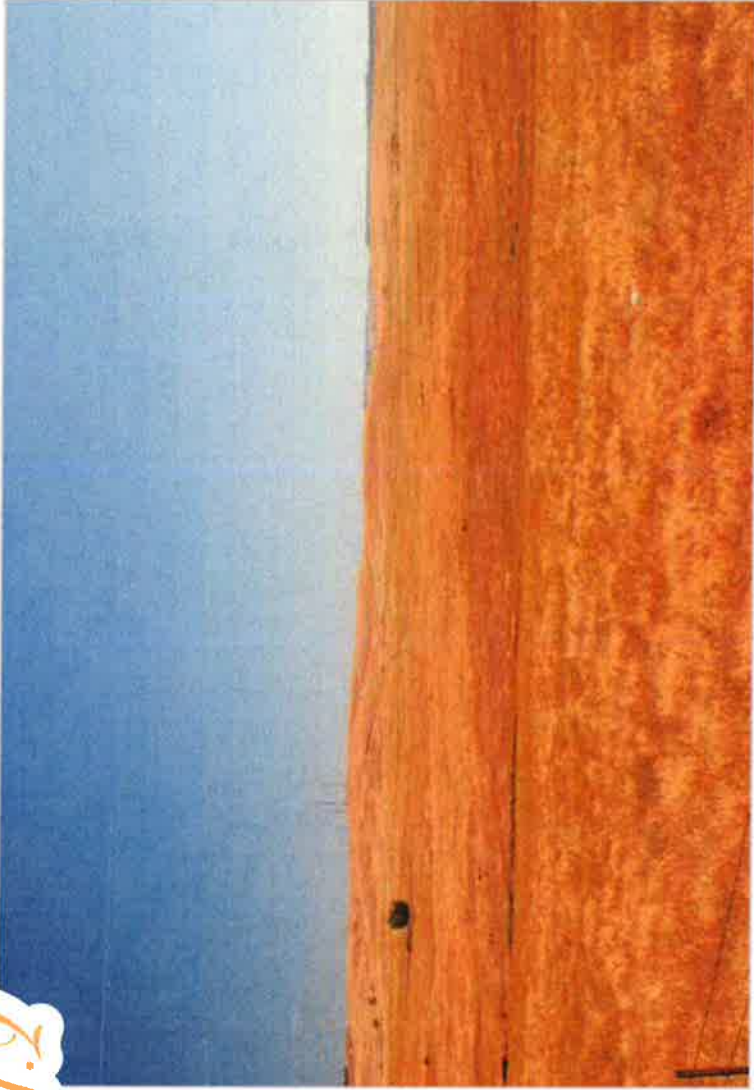
## 1.2 PURPOSE

In 2011, the City of Folsom adopted the Folsom Plan Area Specific Plan (FPASP) to guide development of approximately 3,500 acres of property south of U.S. Highway 50 (Plan Area) that was later annexed into the City of Folsom in early 2012.

Folsom Heights is located within the Hillside District of the FPASP at the easternmost boundary of the Plan Area.



1.2



1.3



1.4



1.5



- Image 1.2: A wide, flat landscape with a clear blue sky and a distant horizon line, possibly a field or a plain.
- Image 1.3: A sign for 'PALLADIO' with 'WHOLE FOODS MARKET' written above it, set against a background of palm trees and a clear sky.
- Image 1.4: A view of a modern building with a large glass facade, possibly a shopping center or office building, with a paved area in the foreground.
- Image 1.5: A large group of people sitting on a grassy area, possibly a picnic or a social gathering, with trees in the background.

This Design Handbook provides an overview of the design criteria required to implement the desired physical form of the Folsom Heights community and its key features. This Handbook addresses architectural character, as well as other components that create a distinguished community comprised of high quality design and interconnected open spaces.

These Guidelines function to:

- Implement the City of Folsom General Plan goals for the Folsom Heights Project.
- Implement the Folsom Plan Area Specific Plan.
- Complement the design guidelines for "Public Realm" set forth in the Community Design Guidelines that apply to the entire Folsom Plan Area with project-level design standards.
- Establish a design framework within which developers, builders, and architects/designers can conceive and produce high-quality design and construction within the development.







*Chapter*  
**TWO**



## 2.1 INTRODUCTION

Folsom Heights will feature a sophisticated architectural identity and distinctive character within the City of Folsom.

Chapter 2 defines the design principles and development standards that apply to all residential development within Folsom Heights. These guidelines and standards address garage type and orientation, building massing, and architectural design guidelines, which identify, define, and articulate the architectural styles appropriate for Folsom Heights.

## 2.2 DESIGN PRINCIPLES

### 2.2.1 DIVERSITY OF STREETSCAPE

An elegant and diverse streetscape is a defining characteristic of enduring neighborhoods. The intent of this section is to articulate the standards and unique defining elements by which Folsom Heights shall be built in order to create a cohesive streetscape with a traditional character.

#### A. MASTER HOME PLAN REQUIREMENTS

To achieve streetscape variation, a master home plan series should comprise multiple different master home plans with varying elevations (each elevation must be a different architectural style), based upon the number of lots to be built upon by one builder as an individual project within the neighborhood. This selective architectural style application will enhance the variety of the streetscape.

Master home plans are defined as unique floor plans with a distinct footprint with regard to placement and relationship of garage, front door, and building massing.

NUMBER OF LOTS	MINIMUM FLOOR PLANS	MINIMUM ELEVATIONS
40 or less	3	2
41-75	3	3
76+	4	3

#### B. MASSING AND ROOF FORM

Proportion and placement of architectural forms and elements must be appropriately and authentically applied in a manner consistent with the historical architectural style being represented. Roof articulation, expressed in utilizing proper roof pitches and forms also plays a significant role in the authenticity and diversity of the streetscape.

Massing should be appropriate and authentic to the architectural style (e.g., the Monterey style has a cantilevered second story balcony as a signature defining element; it would be inauthentic to design a single story Monterey home).

One out of every three homes (1:3) must have a visually different roof form than its neighbors (e.g., forward-facing gable versus side-facing gable).

2.1



2.2



2.3



*Image 2.1 Split garage, modernizable, stone/brick, curbless, driveway, pool*

*Image 2.2 Well proportioned, includes level lot and two support structure, couple a variety of garage sizes, accessible*

*Image 2.3 A combination of covered patio, driveway, two car garage, curbless, pool*



Horizontal and vertical articulation are required on all homes (as appropriate to each architectural style) and can be achieved through differing roof forms, combinations of one-and two-story elements, architectural projections, porches, etc.

Front porches (when appropriate to the building style) must have a minimum depth of six (6) feet.

#### **C. REPETITION**

Avoiding repetition of identical floor plans or architectural styles on adjacent or opposing home sites is important to create a sense that a neighborhood has been built over time.

The same floor plan with the same architectural style shall be no less than three (3) lots away in any direction (on the same side of the street as well as the opposite side of the street).

#### **2.2.2 FOUR-SIDED ARCHITECTURE**

The continuation of style-specific architectural elements from the front façade around to the side and rear elevations creates an authentic architectural statement. As defined in the Architectural Guidelines section found in Section 2.4, there is a minimum level of enhancement required on all homes based on architectural style.

Blank and/or unadorned building faces which are visible from the public realm are never permitted; a certain minimum amount of detail is required to reflect a unified architectural treatment. While the front

elevation should be the most highly detailed, certain lot conditions warrant enhancement on side and rear elevations.

Figure 2.4 identifies home sites that are visible from multiple angles, public ways, open space, community edges, and major arterials. Home sites identified as enhanced lots are subject to the requirements in the following section.

#### **A. ENHANCED LOTS**

Building facades that are visible from the public realm shall utilize at least two style-specific architectural elements on the side and/or rear elevations carried from the front elevation.

#### **2.2.3 RECIPROCAL USE EASEMENTS**

Reciprocal-use easements are an innovative way to increase the usable yard area for a small lot home. By allowing one home to utilize the side yard of an adjacent home, side yard space effectively doubles.

Reciprocal-use easements may be utilized in the MLD Land Use areas of the Project depending on the future design of these areas and subject to review and approval by the City of Folsom.

When reciprocal use easements are used, the following factors apply:

- The resident of the home relinquishing its side yard has the right to access the adjacent home's side yard for home maintenance and painting.

*Map of Folsom Heights*



# Folsom Heights

ILLUSTRATIVE MASTER PLAN EXHIBIT

Folsom, California  
 October 11, 2016  
 Mackay & Soms  
 Licensed Professional Engineer

**LEGEND**  
 ● ENHANCED LOTS

2.4



- Reciprocal-use easements are required to be detailed on individual plot plans as part of the project construction phasing. Traditional setbacks shall not apply to reciprocal use easement areas, for landscape related features.
- Landscape structures, such as fountains, pergolas, etc., are permitted within the use easement and must be 3' from the face of the adjacent structure, consistent with building and fire code.

#### 2.2.4 GARAGES

Reducing garage dominance on the streetscape and bringing living space closer to the street creates streetscenes that are inviting and safe with an “eyes on the street” environment. Using design techniques that enhance a home’s architectural style and relegating the garage to a less visible position on the home’s facade promotes a more pedestrian-oriented neighborhood.

Garages must be set back a minimum of 5' from living space or porch (when accessed from a traditional street-facing configuration) or be recessed into thickened walls by a minimum of 18” if aligned on same plane as the front door. (See image 2.5)

Garages accommodating more than two cars are allowed only in a split or tandem configuration. Three car front-loaded garages are not permitted.

2.5



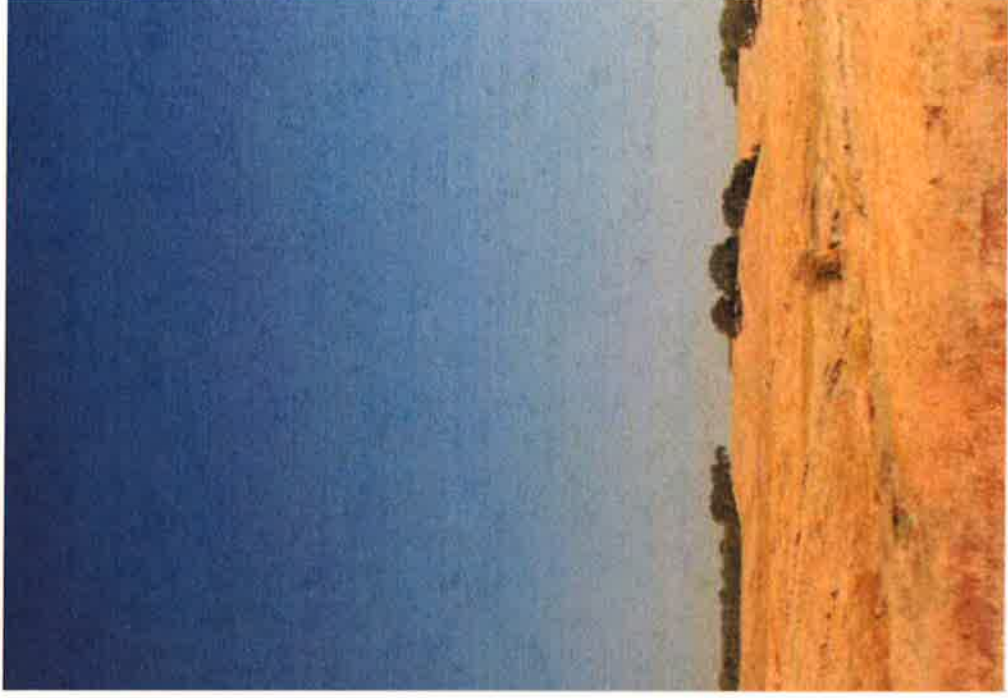
*Image 2.5* Garages recessing into thickened walls, giving an open, airy appearance.

### 2.2.5 LIVABLE DESIGN

Incorporating design elements that promote the ability for people of all ages or abilities to live in Folsom Heights is encouraged. Features of Livable Design include wider hallways and doorways, level thresholds, and strategically-placed blocking in walls. See Appendix A for more details.

## 2.3 DEVELOPMENT STANDARDS

Folsom Heights will comply with the development standards set forth in Appendix A of the FPASP document.





## 2.4 ARCHITECTURAL COLLECTIONS

These Guidelines provide direction for specific architectural styles within Folsom Heights. Each Collection includes a brief introduction to the featured architectural styles and their defining characteristics, as well as example imagery. To further define and emphasize the architecture of Folsom Heights, the following statements apply to all styles:

- Masonry must be applied authentically, wrapping outside corners and terminating at inside corners.
- Stone or brick scattered over stucco to mimic building age is not appropriate.
- Heavy knock down or "Spanish Lace" stucco is not permitted. Stucco finish options may include light lace, sand, smooth, imperfect smooth, cat face, or similar.
- All material changes must occur at an inside corner or other defined terminus (i.e., a fence line).
- No fascia gutter (gutter that serves as fascia) is permitted.
- Concrete rake tiles are not preferred.
- Where wood is specified, cementitious material is acceptable to promote longevity and ease of maintenance.

- Grooved plywood siding and vinyl siding are not permitted.
- Garage doors shall complement the architectural style.
- House lights shall complement the architectural style.
- When shutters are used, each shutter shall be sized to one-half of the entire adjacent window width, such that if the shutters were closed, they would completely cover the window.

## *The Artisan Collection*

The Artisan Collection at Folsom Heights is rooted in nature with a focus on integrating with the Land. Inspired by the work of Frank Lloyd Wright and Greene & Greene, these homes range from classic to modern interpretations of these iconic American architectural styles.

The Artisan Collection is a sampling of architectural genres selected to create a cohesive palette comprised of The Bungalow, The Prairie, and The Craftsman. Additional complementary styles and contemporary interpretations are permitted.

Key features of this collection may include but are not limited to:

### MASSING & FORM

- Simple massing, front or side gabled or hipped with an emphasis on horizontal lines.
- Symmetrical or asymmetrical form.
- Deep front entry porch.
- Stylized column and beam detailing at porches.

### ROOF

- Low-pitched roofs with large over-hanging eaves, emphasizing horizontal planes.
- 4:12 to 6:12 roof pitch.
- 16" to 24" overhangs.

- Flat concrete tile with a shingle appearance or composition shingle.
- Overhangs often extend over outdoor rooms.

### WALLS, WINDOWS & DOORS

- Exterior wall materials with combinations of wood shingles, horizontal siding, board and batten, and stucco.
- Single hung divided light windows at front elevations.
- Use windows individually or in groups (typically two or three).

### DETAILS

- Entry porches with columns resting on larger piers or bases.
- Porch rails of repeated vertical elements.
- Wood brackets or knee braces.

2



*Prairie*

3



*Craftsman*

1



*Bungalow*

## *The Agrarian Collection*

The Agrarian Collection highlights the agricultural history of the region. This series brings an element of rustic charm to the neighborhood, featuring styles that are reminiscent of farm buildings that are comfortable and familiar. Eclectic materials and cascading forms will add texture and interest to the streetscape.

The Agrarian Collection is a series of architectural styles selected to create a cohesive palette comprised of The Americana, The Farmhouse, and The California Ranch. These styles present a range from very traditional to reinterpreted, adding to the built-over-time nature of the community. Additional complementary styles and contemporary interpretations are permitted.

**A few distinctive design elements of these styles may include but are not limited to:**

### MASSING & FORM

- Rectangular, typically two-story.
- Front, side, or cross-gabled, often with a dominant forward-facing feature gable.
- Symmetrical and asymmetrical massing configurations.
- Simple entry porches project from the house rather than being incorporated into the primary massing.
- Dominant gable roof forms with shed and hip accent features; such as covered porches, dormers, etc.

### ROOF

- Roof pitch 6:12 to 10:12 with porches of lower profiles.
- 6" to 12" overhangs.
- Concrete shingles that are flat or resemble wood shake or composition asphalt shingles.

### WALLS, WINDOWS & DOORS

- Primary exterior material is lap siding with 6"-8" exposure or board and batten.
- Window and door trim, corner boards, starter boards, and vergeboards used as siding terminations.
- Single-hung vertical windows with or without window grids.

### DETAILS

- Verge rafters.
- Slender, unornamented square or round porch columns.
- Accent roofs of metal standing seam at porches, dormers, and other accent roof features.
- Shutters.



2



California Ranch

3



Turnhouse

1



Amestonia



## *The Coastal Collection*

The Coastal Collection at Folsom Heights is a palette of warm and inviting styles that add a relaxed sophistication to the neighborhood streetscape. Inspired by a blend of New England and Colonial styling and California's quaint coastal villages, this collection includes Cape Cod, Coastal Shingle, Modern Coastal, and Coastal Cottage Architecture.

These quintessential coastal styles reflect lightly Victorian exteriors that are ripe for curb-appeal embellishments such as shutters and window boxes.

Common features of Coastal style homes may include but are not limited to:

### MASSING & FORM

- One, one-and-a-half, or full two-story massing.
- Asymmetrical front facade and building proportions.
- Side-gable roof form with forward-facing accent gables.
- Narrow roof overhang.
- Turrets, second floor balconies, or roof decks are encouraged features.

### ROOF

- Modestly pitched main roof (5:12 to 7:12).
- Composition shingle or concrete tile to resemble shake.

### WALLS, WINDOWS & DOORS

- Wide clapboard or shingle siding.
- Multi-paned, double-hung casement windows.
- Simple pilaster and lintel front door surround.

### DETAILS

- Shutters.
- One or more slender chimneys.
- Dormers.
- Decorative gable vents.

1



*Coastal Shingle*

2



*Coastal Cottage*

3



*Cape Cod*

4



*Modern Coastal*

## *The California Collection*

The architectural styles in the California Collection blend the cultures of the early California residents with a Spanish influence. These homes are a juxtaposition of local indigenous materials with colonial detailing applied.

Included in this collection are variations of Spanish Eclectic, Santa Barbara, and Monterey styles, ranging from traditional styling to more modern exterior treatments.

Design features of the California collection may include but are not limited to:

### MASSING & FORM

- Two-story, rectangular form.
- Principal side-gabled roof.
- Second-story balcony covered by principal roof on Monterey style.

### ROOF

- Low-pitched gabled roofs (4:12 to 5:12).
- Flat tile roof with barrel ridge and hip tiles or full s-tile or barrel tile roof.
- Tight overhangs.

### WALLS, WINDOWS & DOORS

- Stucco is the dominant exterior finish, imperfect smooth or cat face is preferred.
- Style may include brick at first floor, which may be painted or left natural.
- Paired windows in groups of twos or threes.
- At least one pair of French doors accessing the balcony on Monterey style.
- Deeply recessed feature windows, often arched, which may have a tile surround.

### DETAILS

- Panel or louvered wood shutters.
- Wood and/or decorative iron railing at balcony.
- Exposed decorative wood elements.
- Painted tile accents around door or windows.



2



Monterey

4



Santa Barbara

3



Spanish Eclectic

## *The Picturesque Collection*

A true blend of European and traditional American architecture, The Picturesque Collection showcases a variety of English Cottage, Tudor, and French Cottage styles, as well as various interpretations of Victorian.

The Picturesque Collection is comprised of romantic, country styles that add an inviting and friendly atmosphere to new communities.

A few key features of the Picturesque Collection may include but are not limited to:

### MASSING & FORM

- One, one-and-a-half, or full two-story massing.
- Asymmetrical massing and proportions.
- Gable roof form (either front-to-back, side-to-side, or cross-gable).
- Turret as feature element.

### ROOF

- Modestly-pitched main roof (5:12 to 7:12) with steeply pitched feature gable (8:12 to 12:12).
- Asphalt composition shingles preferred, concrete tile permitted.

- Rake at gables up to 12".
- Bellcast eave.

### WALLS, WINDOWS & DOORS

- Stucco, masonry, brick, stone, or any combination thereof.
- Divided lights common on all windows.
- Vertical windows in groupings of two and three.
- Head and sill window trim or full window surrounds.
- Entry doors accented by decorative trim surrounds.

### DETAILS

- Shutters
- Siding in gable end (lap or board and batten).
- Juliette balcony.
- Window boxes.
- Decorative stick work in gables.
- Decorative detailing at porch and/or cornice line.
- Masonry chimney.



2



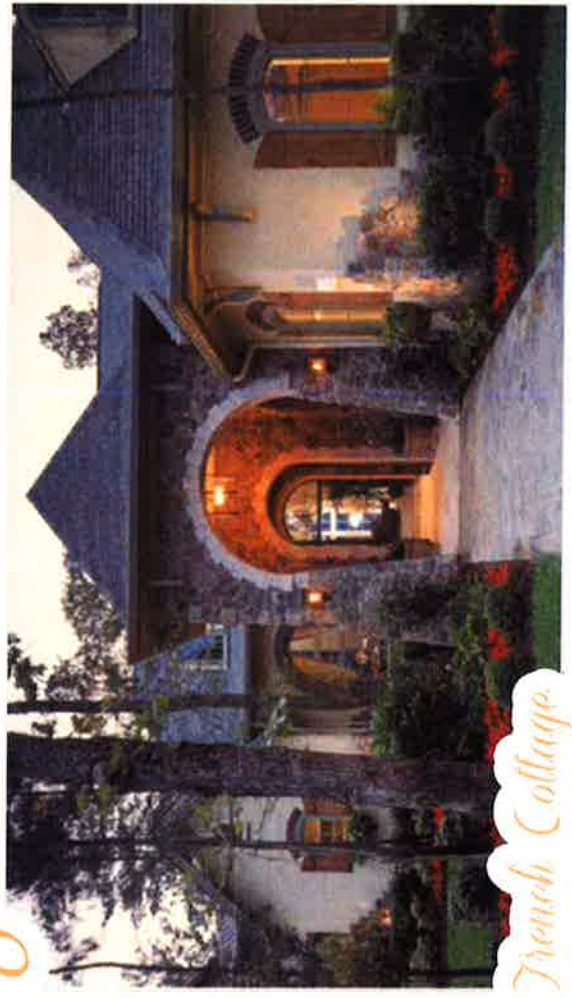
*English Cottage*

1



*Judson*

3



*French Cottage*

## *The Nouveau Collection*

The Nouveau Collection at Folsom Heights displays contemporary interpretations of the aforementioned styles and also includes the Mid-Century Modern and International styles.

The Nouveau styles mix the traditional elements from other Collections within the Folsom Heights community and create a fresh yet grounded series of styles. This series allows for a greater variety of architectural expression within the neighborhood, while still maintaining a cohesive overall streetscape.

A few defining characteristics within this collection may include but are not limited to:

### MASSING & FORM

- One, one-and-a-half, or full two-story massing.
- Asymmetrical massing and proportions.
- Broad, uninterrupted walls.
- Recessed entrances.
- Open terraces and patios.

### ROOF

- Modestly-pitched main roof (5:12) to angled flat roof.
- Asphalt composition shingles preferred, concrete tile allowed.
- Open eave overhang – may feature covered, exposed or ornamental rafter detail.

### WALLS, WINDOWS & DOORS

- Continuous windows that extend into gable frame.
- Concrete, glass, metal, and lap siding are common wall materials.
- Doors integrated into window and wall design.
- Window walls composed with large single windowpanes (most panels fixed).
- Window walls may feature glass doors – sliding, folding, or hinged.

### DETAILS

- Ornamentation integrated into surfaces or structure.
- Decorative concrete grilles or screening fences.
- Shade structures.



2



*Modern*

3



*Modern Prairie*

1



*Mid Century Modern*

Chapter  
TWO

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*Chapter*  
**THREE**





### 3.1 INTRODUCTION

In Folsom Heights, commercial projects shall be compatible with the community's design and reflect the character and richness of the community's architecture and landscape. Although there are certain elements of signage and corporate identity inherent to most anchor tenants, building design shall incorporate a variety of scale, massing, materials, and colors to minimize the undesirable effects of typical commercial architecture. It is important to articulate the massing of retail buildings into distinct elements to create a pedestrian scale. Building massing may be articulated by utilizing basic architectural techniques: varying color, scale, and material.

Individual tenant spaces should vary in scale and height as well as style and color. Intermediate open spaces should be included and should relate to pedestrian walkways and open space view corridors. Building massing should relate to both the street and to pedestrian walkways and be inviting to pedestrians.

Folsom Heights' commercial area will become a primary, people-active place and future building design should support a pedestrian-oriented feel. Contemporary and more traditional approaches to building form and articulation will provide variety, interest, and vitality appropriate for these commercial activity areas.

### 3.2 COMMERCIAL PLANNING ELEMENTS

Commercial buildings should include a variety of design and planning elements creating a vibrant, interactive common area that draws not only the residents of Folsom Heights, but also provides a destination for the residents of the greater Plan Area as well. Elements of the Commercial District may include but are not limited to:

- Wide sidewalks that allow for outdoor seating and outdoor sales associated with retail activity.
- Street trees that buffer pedestrians and traffic.
- Pedestrian crosswalks at key intersections that accommodate easy access, promote safety and provide traffic calming, with careful thought toward their design and treatment.

### 3.3 STYLE

The overall architectural style of the Folsom Heights commercial area should reflect a comfortable and informal use of traditional materials and forms to create a unique architectural flavor. Forms, proportions, and materials should create visually pleasing buildings that bridge the gap between residential housing and the commercial and retail buildings.

Commercial buildings should have varying materials and styles. Focal points and view corridors throughout the project should invite pedestrians from one point to another.

#### ROOFS

Roofs and roof forms should be consistent with the overall Folsom Heights architectural theme. Pedestrian areas should be enhanced by extending overhangs over walkways and plazas to provide cover and shade. Use of dormers are also encouraged for an added layer of detail, shadow and articulation.

#### CORNICES

Cornices should be applied sparingly and should appropriately articulate basic building forms while providing differential between individual tenants. Varied cornice elements are encouraged. Cornices should provide contrast of color and material to wall areas beneath. Cornice elements should not be of such size or quantity that they become a dominant, repetitive or overwhelming architectural feature.

#### WALL TRANSITIONS

A variety of elements should be used to create wall transitions between buildings and tenant spaces, and careful consideration should be given to walls adjacent to, and oriented toward, open spaces. Color and texture are basic elements of interest while towers and other details may be used in some cases to frame transition areas. Simple, intermediate elements that “book end” an area of wall are encouraged. Whenever possible, color and simple traditional material changes are encouraged to break-up wall areas.

#### BUILDING CORNERS

Building corners present an opportunity to enhance the visual anchoring of individual structures. Presenting building corners as focal points is encouraged. Thoughtful treatment of building corners will provide change in scale, color, and material, as well as an opportunity to introduce windows as a simple focal detail.

#### CANOPIES AND AWNINGS

Judicious use of canopies and awnings is encouraged. These classic architectural details add a layer of interest to building façades. A variety of materials may be used including canvas, corrugated metal, wood trellises, and shed or gable roof forms. Canopy and awning elements should be incorporated to provide cover at pedestrian walkways wherever possible. These coverings should also be placed to encourage the play of shadows against buildings.

Chapter  
THREE

3.1



3.2



3.3



*Image 3.1* Awnings and awnings

*Image 3.2* Curved roofline

*Image 3.3* Two-sided building

## TOWERS

When situated and massed properly, towers can enhance visual interest. These architectural features can serve as a connection between individual buildings, as focal points, as building corners (especially at corner entries) and as transition spaces. Towers should provide a change in scale, color, and material and may incorporate windows as visual and/or functional interest – such as a clerestory.

## WINDOWS

Shape, size, and placement of windows are important elements that lend positive, yet simple character to the overall theme of the project. Window size and proportion should be appropriate to individual building style. Window forms that vary between individual tenant spaces and buildings are encouraged. Windows, especially at a pedestrian level, are encouraged in overall building design. Consideration of design features like shutters, canopies, recesses, iron, and other details should be used to enhance windows and add variety.

Windows should be functional and transparent wherever feasible, with false or tinted windows only being appropriate for specific design considerations on secondary elevations.

## BUILDING MATERIALS

Folsom Heights Commercial buildings should reflect similar architectural styling to the surrounding neighborhoods, however some level of abstraction is appropriate for commercial applications of traditional styles.

Encouraged materials may include, but are not limited to:

- Stucco in a variety of finishes (e.g., smooth, imperfect smooth, cat face, sand).
- Style-appropriate stone.
- Style-appropriate siding.
- Ornamental iron.
- Complimentary-colored canvas and metal awnings.
- Wood and metal trellises.
- Wood columns and beams.
- Pre-cast stone or concrete trims, heads and sills.

- Metal roof elements.
- Decorative sheet metal gutters and downspouts, collectors if and where appropriate.
- Wood shutters.
- Individually-articulated window elements.
- Tilt-up construction that utilizes imaginative forming techniques to add texture and shadow to otherwise unarticulated walls.

High-quality fiber cement or other manufactured elements may be substituted for any architectural wood element as long as quality is maintained and no departures are made from style guidelines.

**Prohibited Materials:**

- Heavy “knock-down” or “Spanish Lace” stucco finishes.
- Inauthentic stone veneers used or applied in ways that are not in keeping with the selected architectural style and/or used to create a faux appearance.
- Unfinished tilt-up wall panels.

- Large unbroken window walls.
- Exposed concrete block walls.
- Exposed aggregate walls.

**COLOR PALETTES**

Colors should be consistent within the Folsom Heights commercial area and simultaneously offer distinction and individuality to different buildings and tenants in larger buildings. Colors should bring together selected project materials throughout. Colors should be selected to complement stone, concrete, wood, fabrics, and other materials.

**3.4 COMMERCIAL SITE GUIDELINES**

Commercially-oriented areas within Folsom Heights are intended to be multi-use destinations for residents of the community as well as those in the surrounding Plan Area.

Site planning of the commercial site should result in a varied street scene along adjacent roadways that will be interesting for both pedestrians and motorists. Varied façade treatments for each individual tenant are encouraged but all should be complementary in sum. Pedestrian access to primary building entryways should be clearly delineated and emphasized.



*Chapter*  
**FOUR**



## 4.1 INTRODUCTION

Folsom Heights is located just where the Sierra foothills begin to rise from the floor of the Sacramento Valley, a transitional landscape rich in contrasts and opportunities. Acknowledging the goals set forth in Folsom Planning Area Specific Plan (FPASP), City of Folsom code and AB 1181 (California Model Water Efficient Landscape Ordinance), these guidelines shall describe the character, principals and materials for sustainable, low input streetscapes, community entries and monuments, trails and Open Spaces and buffer/screening landscapes at infrastructure sites.



The FPASP mandates that "California Heritage" landscapes shall provide a context and identity for Folsom Heights, by working with natural features such as climate, soils, native vegetation and the conditions formed by new land uses and built environments. Components of

California Heritage landscapes include use of low water use, native and climate adapted plant species, blending natural landscapes and manicured areas and incorporation of natural materials such as dry stacked stone, heavy timbers and earth toned color schemes. The project proposes to enhance Open Space areas created by the land plan. To support the goals of the City of Folsom water efficient landscape ordinance, the creation of diverse urban tree cover shall be emphasized. The landscape character shall extend into enhanced Open Space and furnish cohesive landscape design for all areas of Folsom Heights.

This chapter also presents guidelines for landscape design elements such as walls and fences, site furnishings and lighting.

Section 4.4, located at the end of this chapter, contains a master tree and plant list for the community.

Figure 4-1 highlights the various landscape categories being proposed at Folsom Heights.

- Arterial and Commercial Frontage
- Community Entries
- Enhanced Open Space and Trails
- Undisturbed Open Space
- Buffer/Screening Landscape

## 4.2 COMMUNITY LANDSCAPE GUIDELINES

The following guidelines establish standards for the functional and visual character of public landscapes to be established at Folsom Heights.



Water efficiency shall define this landscape; planting of turf for other than active play areas or at residential entries, turf in areas less than 12 feet in width, and fast growing, water hungry trees and shrubs are not allowed. No planting in areas less than 2 feet in width shall be allowed. Plant materials shall be climate adapted, such as herbaceous shrubs, perennials and ornament grasses, seasonally interesting and complementary to the built environment. Climate adapted and native plants use less or no water, fertilizer, pesticides and labor than a conventional landscape, and can be considered a L.I.D. (Low Impact Development) measure.

Plant materials shall be grouped according to hydrozones - the similar water needs, solar exposure and maintenance needs of a plant group. Plant materials shall be chosen for their adaptability to recycled water sources, especially in common areas and community entries.

Repeated use of massed plant materials and complementary plant



### Landscape Elements

# Folsom Heights



Figure 4.1 Community Landscape

communities shall establish a unique visual setting at Folsom Heights. Thematic plant lists shall be developed for each landscape type, using Appendix A as a guide; while not exhaustive, the plant lists of Appendix A reflect intended plant communities.

A repeating palette of materials that represent a California Heritage theme shall be developed for entry features, monuments, trail entries and day use sites in the Open Space. Native plants that are horticulturally suited to the climate and soil conditions at Folsom Heights are recommended at these landscapes.

Trees for use as mixed canopy shade trees at streets, entries and residential conditions shall conform to the FPASP and City of Folsom approved street tree list. Tree planting shall conform to City of Folsom setbacks at utilities risers, utility easements, light standards, drain inlet, fire hydrants, water connections, maintenance setbacks at paving and vertical limb clearances.

Trees shall be specified at 15-gallon minimum installation size unless being used as habitat in Enhanced Open Space. Open Space trees may be 5 or 15 gallons at



installation, with smaller trees often being more vigorous.

Ownerships and maintenance areas shall have clear delineations between them, such as concrete mow curbs. Plant materials shall soften edges and views between land uses and create comfortable and memorable outdoor spaces for the residents of Folsom Heights.

Long term maintenance, interaction between plant communities and fire safe landscapes are all considerations in preparation of landscape improvements at Folsom Heights. Recommendations pertaining to these issues are included throughout these guidelines.

#### STREETSCAPES AT ARTERIALS, COLLECTORS AND COMMERCIAL FRONTAGE

1. Streetscape planting at Empire Ranch Road, collectors leading into the project, and commercial frontage streets shall create a deep canopy of round headed, mixed deciduous shade trees at street side, with simple water efficient groundcovers. A

mix of flowering deciduous trees shall infill at traffic islands, with repeating masses of sun-loving shrubs and perennials to soften the effects





of traffic and provide visual interest for drivers. No planting or irrigation within 2 feet of back of curb.

2. Planting at parkways shall be non-woody, drip adapted species to prevent the need for constant pruning and spray heads.

3. Planting at the residential interface shall result in a dense screen with varying heights, textures and seasonal colors between back of walk and property line; climbing vines may be added where masonry walls occur.



4. Landscape improvements at the Commercial frontage shall not include berms, plants taller than 3 feet in height or trees closer than 20 feet on center to preserve site lines for entering and exiting drivers. Flowering accent trees and shrubs may be used in groups near entry drives if the understory remains a simple, low maintenance groundcover. Evergreen hedges and other plants suited for shearing shall not be allowed at commercial frontages.

## RESIDENTIAL STREETS AND NEIGHBORHOOD LANDSCAPE

1. Residential streets and neighborhood landscapes, including percentages of paving, planting, irrigation types, fencing types, materials, relationship to architecture and setbacks within lots shall be established as part of residential development standards, to be submitted by the homebuilder and approved by the City of Folsom.
2. Development standards for residential streets and neighborhood landscapes shall apply to private front and side-yard areas, detail how community themes are portrayed, architecture styles reinforced and how utility setbacks and safety concerns are addressed.
3. Development standards shall detail how a third-party irrigation certification is conducted per California Model Water Efficient Landscape Ordinance (AB 1887).
4. Development standards shall include recommendations for basic maintenance practices for the proposed neighborhood landscape.



ENTRIES AND MONUMENTATION

1. The following guidelines apply to design elements at community entry points, monument materials and massing to reinforce a California Heritage theme, to provide a sense of arrival for residences and visitors to Folsom Heights and the City of Folsom. Entry points and monuments shall have consistent layout and amenities, emphasizing built-in features, indigenous cobble, hand-shaped stone veneers and historic Foothill architectural references.



2. Monumentation at entries shall serve as portals to Folsom Heights, clearly visible to pedestrians and motorists in both directions, and creating a clear sense of destination using low walls, cast caps, repeating elements such as pilasters and low walls, cast caps, specimen tree planting, land forms such as berms or terraces, accent and wall wash lighting, decorative typefaces, symbolic graphics and other elements that set them apart from their surroundings.

3. Coarse, natural colored materials and local materials are

encouraged. Dry stacked stone, mixed use of cobble and rubble veneer and corner treatments shall be used to imply traditional building methods.

4. Community identification signage incorporated into monumentation shall emphasize the use of patinaed metal or other hand-wrought materials that display the Folsom Heights logo and name.

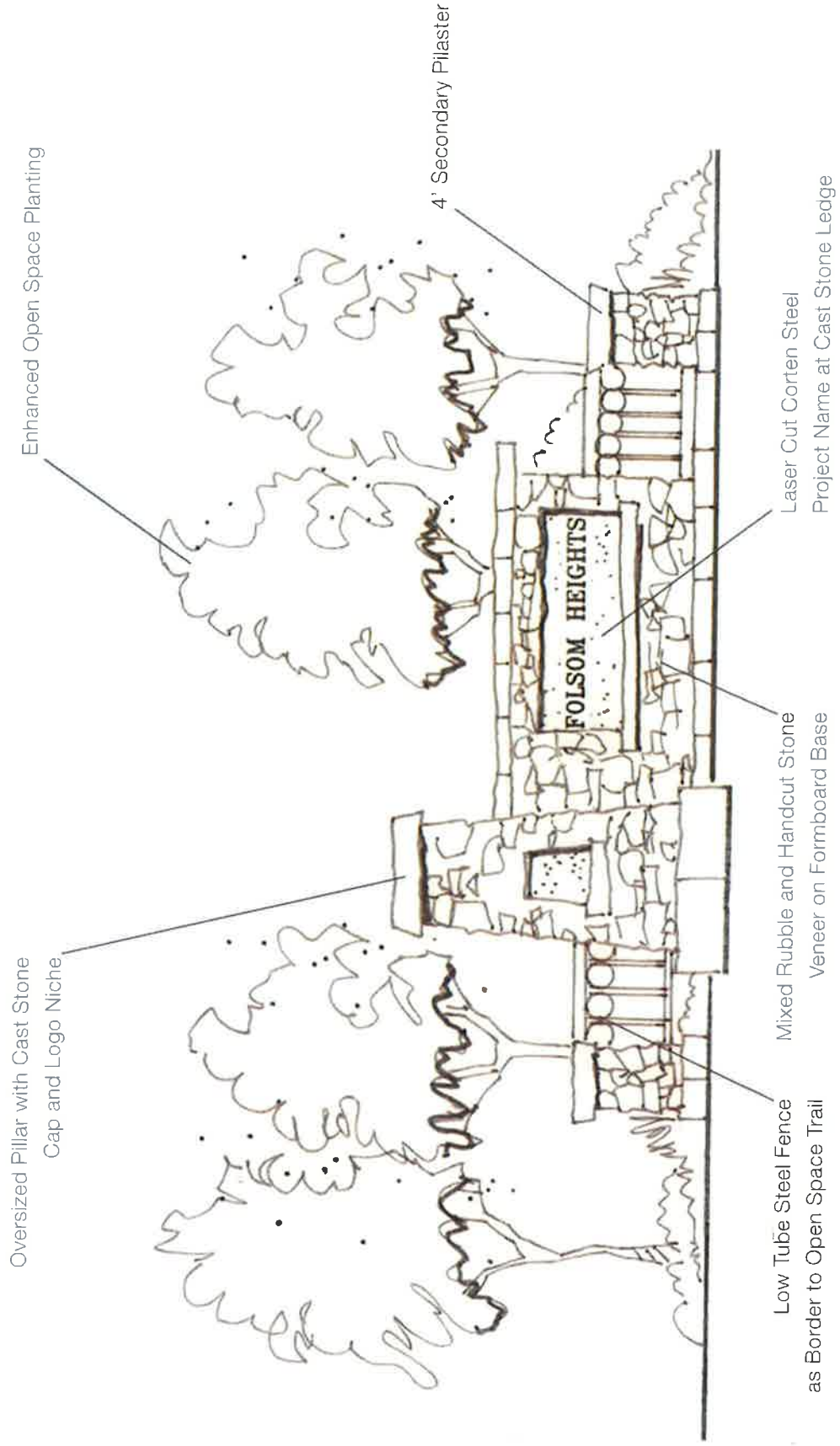
5. Community entries shall be announced by groves of mixed evergreen trees, forming a backdrop to built elements.



6. Planting themes for community entries shall be repeated at each location, adapted to the aspects and geometry of each entry point, and be considered a special landscape area to allow for design consistency. Block plantings of shrubs, perennials and grasses shall provide visual interest to drivers and pedestrians.



Figure 4-2, portrays how these elements might work together to establish a clear entry for Folsom Heights.



TRAILS AND ENHANCED OPEN SPACE

**1.** Open Space preserves, largely undisturbed, shall form a major component of Folsom Heights. Grazed grasslands and scattered native trees historically formed savannas across large swaths of this region; an element that shall be enhanced by the extension of trails, providing scattered day use tables and viewpoints throughout the Open Space and developing a signage/way finding program.



**2.** Primary trails shall be an off-road, pedestrian connection running east-west to bisect Folsom Heights, and the off-road loop constructed in the same manner at the north-east boundary of Folsom Heights; it is anticipated this trail shall form a connection to regional expansion of walking paths. Primary trails shall be constructed as an all-weather surface, 8 ft minimum width with a compacted, crushed rock surface. Primary trails at the Open



Space shall be constructed to allow routine maintenance and patrol by agency vehicles.

**3.** Enhanced Open Spaces shall adjoin residential land uses, where project improvements result in slopes, disturbed soils and wildland interface. Planting and irrigation at Enhanced Open Space shall consist only of low-fuel, native and climate adapted groundcovers, large shrubs and occasional trees. No shrubs shall be planted beneath trees for a distance of three times the shrub height, and shall not be planted within 10 feet of view fences or top of slope to create defensible space. Landscape at Enhanced Open Space shall repair soil disturbance, anchor slopes, shelter day use/view locations and emphasize trail entries and intersections. Where the Enhanced Open Space adjoins streets, tree planting for neighborhood landscapes shall be interrupted by the more natural pattern of Enhanced Open Space.

**4.** Trail sections and entries to the Open Space shall be signed for conditions and hours of operation per the City of Folsom; durable, distinctive way-finding signs shall be provided at key trail nodes. Post and cable or tube steel fencing may be provided at entries to protect open spaces from vehicular intrusion.

**5.** No lighting shall be provided in the Open Space.

A schematic example of the all-weather trail, day use area and enhanced Open Space is shown in Figure 4-3.

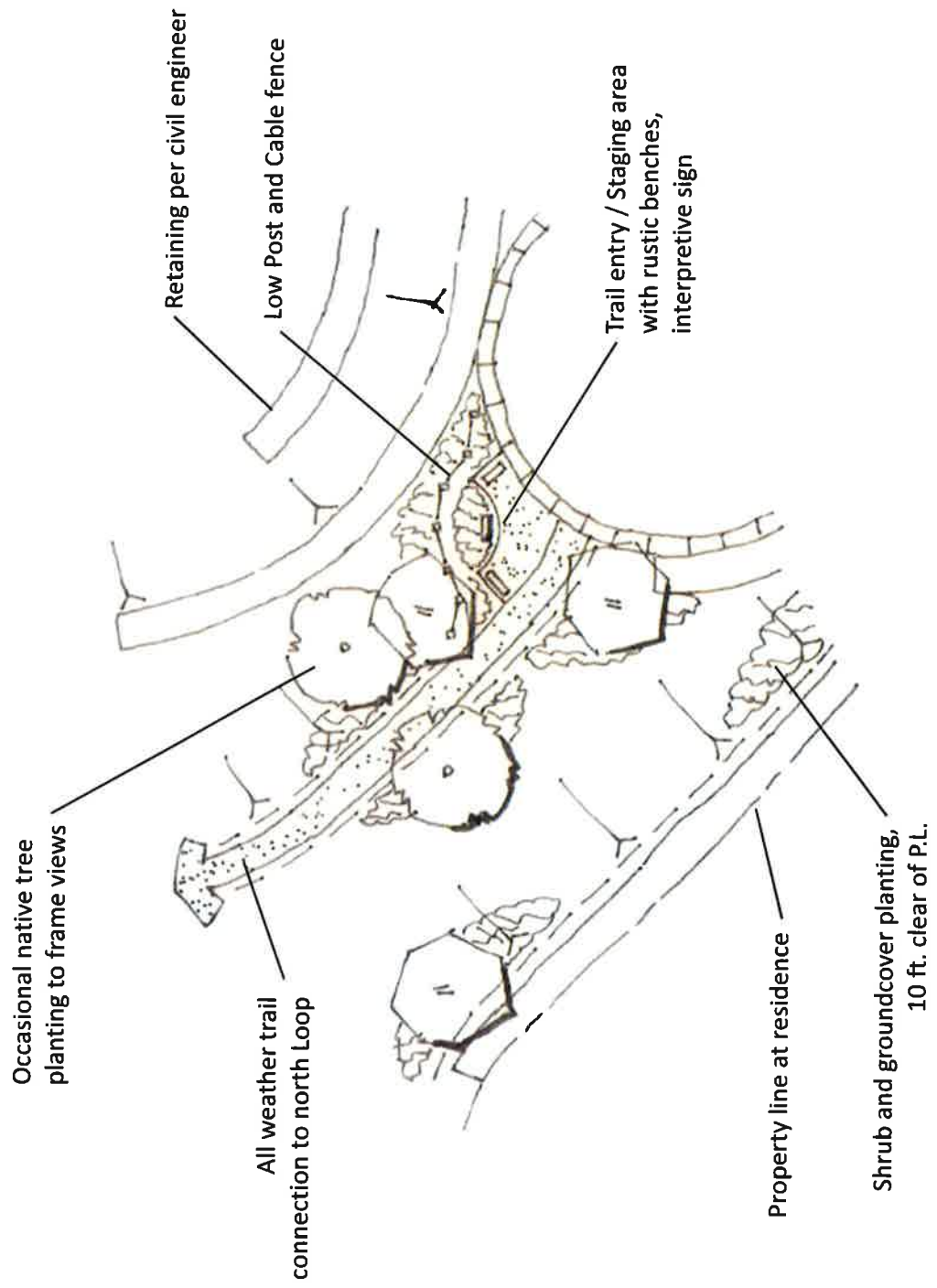


Figure 3.8 All-Weather Trail and Enhanced Open Space Layout



## BUFFER / SCREENING LANDSCAPES

The following guidelines apply to buffer and screening landscapes at infrastructure elements such as water tanks, pump stations and lift stations. Planting shall form a layered vegetation of fast growing evergreens, require a minimum of maintenance or pruning and be long-lived. Planting and irrigation shall not occur within 5 feet of a vault, fence or enclosure, or block access to infrastructure.

## WALLS AND FENCES

The following guidelines apply to walls and fences to be used at the boundaries of Folsom Heights, and at intersections of private property with other land uses within the project. All walls and fences shall be constructed to achieve City of Folsom vehicular line of sight standards.

Masonry walls, fabricated with a split face block, brick cap and pilasters as described below, at a height to be determined by traffic and sound study, shall be constructed at some perimeters of Folsom Heights; primarily at Arterial streets, and include materials, colors and details that reflect the themes at entry monuments. Masonry walls shall be built entirely within the public right-of-way to enable repairs.

Pilasters clad in stone veneer to match the materials at entry monuments shall punctuate masonry walls at all ends, openings, change in direction or any continuous length greater than 100 feet.

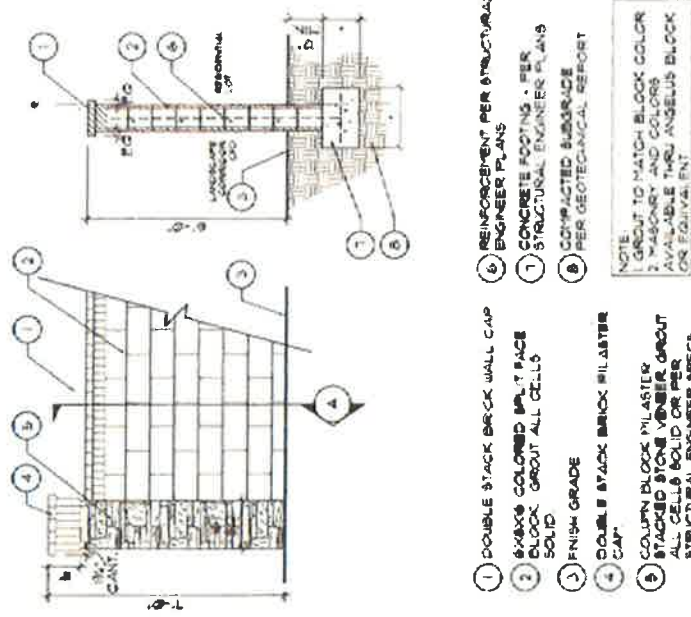


Figure 4.1 Wall Details



**PUBLIC TO PRIVATE FENCE AND WALL CONDITIONS**

1. Where Open Space land uses and private land uses adjoin, an open tube steel view fence, minimum of 6 feet in height, shall be installed. A concrete header or stem wall shall be installed to facilitate maintenance and delineate boundary between Open Space and private conditions. The tube steel view fence shall be powder coated matte black. The entirety of the view fence including footings shall be located on private property.
2. Where Commercial land uses and private land uses adjoin, a masonry wall, minimum of 6 feet in height similar to the Arterial Streets wall shall be installed.

A visual example of view fencing is shown in Figure 4-5.



1. 6" x 6" x 1/2" RECTANGULAR TUBULAR STEEL TO MATCH EXISTING WALL - 48" HIGH, 12" TO POST AT EACH END
2. 4" x 4" x 1/2" SQUARE TUBULAR STEEL TO MATCH EXISTING WALL - 48" HIGH, 12" TO POST AT EACH END
3. 4" x 4" x 1/2" SQUARE TUBULAR STEEL TO MATCH EXISTING WALL - 48" HIGH, 12" TO POST AT EACH END
4. 4" x 4" x 1/2" SQUARE TUBULAR STEEL TO MATCH EXISTING WALL - 48" HIGH, 12" TO POST AT EACH END



**FENCING CATEGORIES AND LOCATIONS**

**Folsom Heights**

Figure 4-5: View Fencing Examples

PRIVATE TO PRIVATE FENCE AND WALL CONDITIONS

1. Where private land uses adjoin (example: residential lots) and a separation is required, materials, heights and setbacks shall be established as part of development standards, to be submitted by the homebuilder and approved by the City of Folsom.

OPEN SPACE FURNITURE

1. Durable, rustic furnishings shall be located at Open Space entries, trail intersections and viewpoints. A palette of furnishings should be developed to include backless benches, picnic tables, bollards and trash receptacles at Open Space parcel, and include specifications regarding maintenance setbacks, universal access, and attachment methods.
2. Natural wood, concrete or powder coated metal furniture with subdued finishes and a large scale to imply permanence are encouraged - avoid overly complex or historic



forms, painted finishes and bright colors.

LIGHTING

1. All street light fixtures and fixture placement shall comply to the standards specified in the City of Folsom design standards. Use of LED technology is required.
2. Streets and intersections should be well lighted in accordance with City standard illumination levels. Low-level lighting for pedestrian safety should be installed where appropriate. Intersections should have increased light levels for definition and to mitigate automobile/ pedestrian conflicts.
3. Pedestrian scale fixtures shall be installed at all primary entry monuments. Wall mount and embedded lighting at project entries are encouraged.
4. Street lights shall conform to the overall project theme and City standards. Use of LED technology is required.
5. All landscape lighting should be subdued and indirect to prevent spill over onto adjacent lots and streets.
6. No street tree shall be planted within 20 feet of a light standard.
7. Flood lamp shielding and/or City-approved "dark sky" light fixtures/bulbs shall be used in developed areas to reduce the

## 4.3 WATER USE GUIDELINES

amount of stray lighting into Open Space areas.

8. There shall be no lighting at Open Space or trails.
9. Lighting at Residential streets and neighborhood landscapes, including type, location and shielding of exterior building lighting, shall be established as part of development standards, to be submitted by the homebuilder and approved by the City of Folsom.

### SOURCE STANDARDS

1. Irrigation supply for public landscapes of Folsom Heights are anticipated to be recycled, all supply lines, valves and sprinkler heads are required to be marked as such, and public landscapes signed to indicate the use of recycled water.
2. Planting design for common areas and community entries of Folsom Heights should account for the chemical and nutrient composition of recycled water.

### HYDROZONES, MICROCLIMATES AND IRRIGATION CONTROLS

1. Plant materials at commercial, residential, buffer, street-scape and Open Space transitions shall be permanently irrigated, and grouped according to the hydrozone they thrive in: similar water needs, solar exposure and maintenance needs of a plant group. Very low, low and moderate water use plants shall not be mixed.
2. Trees shall be irrigated on a stand-alone system for the area they occur in the case that other landscape need be abandoned due to water shortage.
3. Plant materials at Open Space shall be irrigated on hard

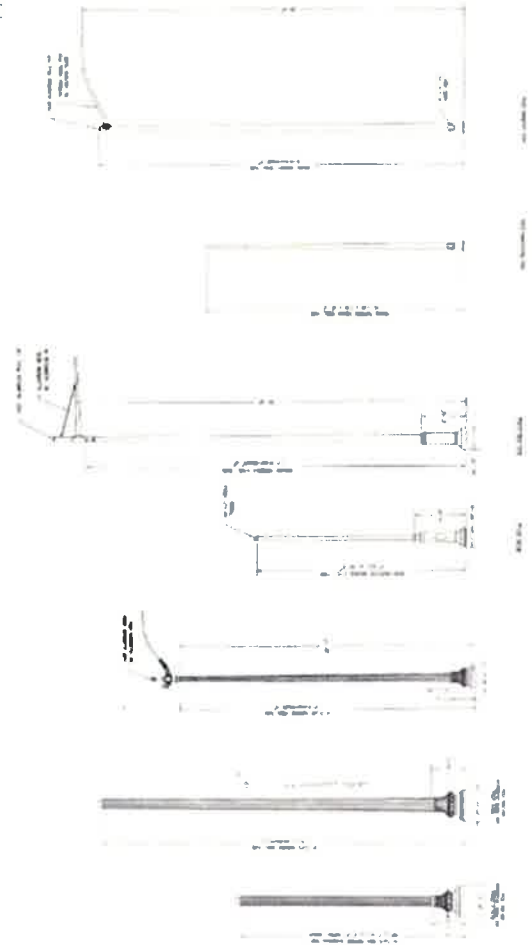


Figure 4.3.1: Folsom Heights Landscape Lighting

pipe, bubbler systems to prevent rodent damage, and may be abandoned at eventual vegetation establishment.

4. Plantings of moderate water use plants shall be limited to protected, highly visible locations such as residential entries, commercial entries and project entries.
5. Sub-surface drip or low flow irrigation is required at slopes, parkways, buffer landscapes, landscape areas 8 ft. or less in width, sloping conditions greater than 5:1. No irrigation shall be allowed within 2 feet of paving, curbs, fences, walls and structures.

6. Matched precipitation, mini-rotor (MPR) type spray heads are required at all turf and groundcover areas. MPR's shall not be used on slopes greater than 5:1.

7. Pressure regulation at irrigation source to accommodate the type of irrigation is required.

8. Flow metering at irrigation source to track and alert for leaks is required.

9. Weather based, seasonally adjusting per programmed eTO (evapotranspiration) irrigation controllers are required.

10. All valve covers, risers, quick couplers and pop-up nozzles using recycled water, or planned to use recycled water in common areas, project entries and park parcel shall use

purple indicator coloring, and signs posted periodically in these areas with "Non-Potable Irrigation in Use"

11. All irrigation connections, backflow devices, valves and hose bibs using recycled water shall be located well away from sidewalks, curbs, driveway cuts, maintenance and trail access to prevent vehicular damage.

12. All residential landscape irrigation shall be established as part of development standards, to be submitted by the homebuilder and approved by the City of Folsom.

#### WATER USE ORDINANCES, IRRIGATION CERTIFICATION

1. All landscape design, materials, submittals and post-installation auditing must comply with the California Model Water Efficient Landscape Ordinance (AB 1881) and City of Folsom Municipal Code Chapter 13.26 "Water Conservation". The final development entity is required to confirm compliance of completed irrigation systems to approved landscape plans as submitted to the City of Folsom.





# Chapter FOUR

## ENTRIES AND MONUMENTATION

Planting at Community entries and monuments shall be used to create a special landscape to frame community entry points, reinforcing the themes and materials using evergreen mass, repetition, striking shapes and seasonal color.

### TREES

Quercus ilex

Vitex agnus-castus

Geijera parvifolia

Podocarpus gracillior

Pinus pinea

Olea Majestic Beauty

### SHRUBS AND PERENNIALS

Buddleia Lilac Chip

Condrotalium tectorum

Yucca Color Guard

Anigozanthos flavidus

Myrtus communis

Phormium Sundowner

Salvia leucantha

Rosa White Carpet

Cordylone Festival

Rosa Apricot Carpet

Viburnum Spring Bouquet

Punica Nana

Limonium perezii

Viburnum davidii

Ilex crenata

Phormium Maori Queen

### GROUNDCOVERS AND GRASSES

Convolvulus mauritanicus

Calamagrostis Karl Foerster

Erigeron karvinskianus

Dymondia margaretæ

## TRAILS AND ENHANCED OPEN SPACE

Planting at Enhanced Open Space and Trails shall be limited to the areas of disturbed or graded soils, day use facilities and viewpoints at trail entries and intersections: Planting at native or climate adapted species, without hazards such as thorns or sharp edges and create comfortable micro-climates. Planting at Open Space and Trails shall be highly drought tolerant or capable of naturalization if needed.

### TREES

*Cercis occidentalis*                      *Populus fremontii*

*Quercus wislizenii*

*Platanus racemosa*

### SHRUBS AND PERENNIALS

*Romneya White Cloud*                      *Artemisia Silver Mound*

*Heteromeles arbutifolia*                      *Elaeagnus fruitlandia*

*Zauschneria californica*                      *Westringia Smokey*

*Atriplex lentiformis*                      *Phlomis fruticosa*

*Rhamnus San Bruno*                      *Teuchrium azureum*

## GROUNDCOVERS AND GRASSES

*Arctostaphylos Emerald Carpet*

*Cotoneaster Lowfast*

*Ceanothus species*

*Carex la Pansa*

*Carex praeegracilis*

*Muhlenbergia rigens*

*Festuca mairei*



*Appendix A*

LIVABLE DESIGN



## INTRODUCTION

Livable Design is a program for creating spaces that function for all people, regardless of age or ability. It beautifully integrates forward thinking design in home building by incorporating long lasting functionality for a family's ever-changing lifestyle. Livable Design implements Universal Design principles in a practical and buildable application. The following guidelines define and describe the criteria for designing to the Livable Design standards.

<b>CORE GUIDELINES</b>	
<b>REF</b>	All core guidelines must be incorporated into every floor plan in order to achieve the Seal of Approval, unless specific variances have been agreed upon and granted by Livable Design from strict adherence due to physical or other constraints.
<b>CR 1</b>	<b>ENTRY</b>
<b>CR 1.1</b>	At least one home entry shall be stepless with a maximum 1/2" threshold. Front or garage entry is the preferred location, although a thoughtfully designed entrance from the back or side of the house may be appropriate for hilly topography. Where attached garage is the selected entry, the preferred method is for the garage floor to meet finished floor level with no more than 5% slope. Ramps are generally not acceptable. Consult with Livable Design if a ramp is necessary.
<b>CR 1.2</b>	Integrate a stepless walkway to the stepless entry from the driveway, which shall be a hard surface, a minimum of 48" wide and have a maximum 1:12 slope. Ramps are generally not acceptable. Consult with Livable Design if a ramp is necessary.
<b>CR 1.3</b>	Provide weather protection at the stepless entry by installing a structural cover that extends out at least 48" from the door.
<b>CR 1.4</b>	Provide 5'x5' minimum clear space on the interior and exterior side of the stepless entry door. Alternative designs may be possible where this requirement poses specific hardships. Consult with Livable Design for alternatives.
<b>CR 2</b>	<b>BEDROOM</b>



<b>CORE GUIDELINES</b>	
<b>REF</b>	<b>All core guidelines must be incorporated into every floor plan in order to achieve the Seal of Approval, unless specific variances have been agreed upon and granted by Livable Design from strict adherence due to physical or other constraints.</b>
<b>CR 2.1 GROUND FLOOR</b>	At least one room shall be located on the ground floor, which is a bedroom or can be converted into a bedroom in the future. This room must be located within close proximity to a ground floor bathroom which meets core bathroom requirements. (see C3)
<b>CR 2.2 DESIGN</b>	Ground floor bedroom must meet minimum bedroom size requirements and must meet bedroom fire egress requirements. If the entry into the room is open without doors, it must be easily closed in for future conversion to a bedroom and must include enough space to install an enclosed closet in the future.
<b>CR 3 BATHROOM</b>	
<b>CR 3.1 GROUND FLOOR</b>	At least one full bathroom shall be located on the ground floor.
<b>CR 3.2 SHOWER</b>	Ground floor bathroom shall have either a minimum 5'x3' curbless shower installed or an adaptable feature to install curbless shower in the future.
<b>CR 3.3 CLEAR SPACE</b>	Ground floor bathroom should provide 3' of clear space in front of toilet and 30"x48" clear space in front of sink. At a minimum, center of toilet shall be placed 16"-18" from any side wall, cabinet or tub.

*Appendix A*  
**LIVABLE DESIGN**

<b>REF</b>	<b>CORE GUIDELINES</b>
<p><b>CR 3.4</b> <b>REINFORCEMENT</b></p>	<p>All core guidelines must be incorporated into every floor plan in order to achieve the Seal of Approval, unless specific variances have been agreed upon and granted by Livable Design, from strict adherence due to physical or other constraints.</p> <p>All full bathrooms shall have reinforced walls surrounding all sides of shower/tub area, on side walls of toilet area and at towel bar walls. Reinforcement shall be 3/4" structural plywood or 2" lumber.</p> <ul style="list-style-type: none"> <li>• Reinforcement should run from at least 26" to 66" from finished floor.</li> <li>• Shower/tub area, reinforcement should extend at least 12" beyond the edges of shower/tub area where possible.</li> <li>• Toilet area walls shall have reinforcement from the back wall to 36" beyond front of toilet where possible.</li> </ul>
<p><b>CR 3.5</b> <b>TOWEL BARS</b></p>	<p>Towel bars shall be installed no higher than 48" from finished floor.</p> <ul style="list-style-type: none"> <li>• Towel bars must be rated for falls and reinforced properly.</li> <li>• Where support bars are installed, they shall match the overall home decor and plumbing fixture selections.</li> </ul>

<b>CORE GUIDELINES</b>	
<b>REF</b>	All core guidelines must be incorporated into every floor plan in order to achieve the Seal of Approval, unless specific variances have been agreed upon and granted by Livable Design™ from strict adherence due to physical or other constraints.
<b>CR 4</b>	<b>KITCHEN</b>
<b>CR 4.1</b>	Provide 5' diameter clearance in u-shaped kitchen or 42" minimum aisle space for other kitchen configurations.
<b>CLEAR SPACE</b>	<ul style="list-style-type: none"> <li>● If islands create space constraints, the floor must be finished under the island and island must be portable or pedestal style.</li> <li>● Provide 30" X 48" clear space in front of kitchen appliances.</li> </ul>
<b>CR 4.2</b>	Provide one or more surface (such as a pull-out cutting board) a minimum of 15" wide and installed no higher than 34" above the floor.
<b>WORK SURFACE</b>	
<b>CR 5</b>	<b>OVERALL CLEARANCES AND CIRCULATION</b>
<b>CR 5.1</b>	All exterior doors shall be a minimum of 36" wide. (door styles may vary so 34" clear space is acceptable)
<b>EXTERIOR DOORS</b>	
<b>CR 5.2</b>	All interior doors shall be a minimum of 34" wide (door styles may vary so 32" clear space is acceptable). Reach-in storage doors are exempt from this requirement.
<b>INTERIOR DOORS</b>	
<b>CR 5.3</b>	Ground floor entries, at least one full ground floor bath and all bedrooms shall also include 18" of space beside the pull side of the door (only necessary on single swing-style doors; pocket, bi-fold or double swing doors do not require the 18" space requirement).
<b>ADJACENT SPACE</b>	
<b>CR 5.4</b>	All hallways shall be a minimum of 42" wide (48" is preferred). Exceptions may occur where architectural relief is provided, such as archways, where 39" is acceptable.
<b>HALLWAY WIDTHS</b>	
<b>CR 5.5</b>	Ground floor shall have a stepless path of travel. Consult with Livable Design for acceptable routes.
<b>PATH OF TRAVEL</b>	
<b>CR 6</b>	<b>STAIRWAYS (IF APPLICABLE)</b>
<b>CR 6.1</b>	Stairways shall be a minimum of 42" wide (48" preferred).
<b>WIDTH</b>	
<b>CR 6.2</b>	Stair rise must be between 6.5" - 7.5" and stair must be 11", have equal risers, and graspable handrails on at least one side of stairs.
<b>DESIGN</b>	

# Appendix A

## LIVABLE DESIGN

REF	BUILDER'S CHOICE
A1-A3	<b>ACCESSORIES</b>
<b>GROUP 1:</b>	<b>SEAL OF APPROVAL: CHOOSE 1</b> <b>GOLD APPROVAL: CHOOSE 2</b>
A 1.1	Provide kitchen appliances with front or side mounted controls.
A 1.2	Install pull-out spray faucet at kitchen sink.
A 1.3	Install external or alternative (i.e. push-to-open) hardware on all cabinetry.
A 1.4	Use lever style handles on all faucets.
<b>GROUP 2:</b>	<b>SEAL OF APPROVAL: CHOOSE 1</b> <b>GOLD APPROVAL: CHOOSE 2</b>
A 2.1	Install at least one toilet that has a higher-than-standard seat height (between 16"-19").
A 2.2	In at least one bathroom, install mirror so that the bottom is no higher than 40". Decorative tilt mirrors are an acceptable alternative.
A 2.3	Install illuminated or LED locator light switches in all bathrooms.
A 2.4	Install a handheld showerhead on a sliding rail in all showers. Showerhead hose shall have a 60" to 72" flexible hose for maximum adjustability.
<b>GROUP 3:</b>	<b>SEAL OF APPROVAL: CHOOSE 1</b> <b>GOLD APPROVAL: CHOOSE 2</b>
A 3.1	Install illuminated or LED locator light switches in all bedrooms.
A 3.2	Install remote controlled automatic overhead garage door opener.
A 3.3	Use lever style handles on all doors. Entry door should be thumb-lever or lever style with locking mechanism.
A 3.4	Install rocker, touch or motion-sensitive light switches.

<b>REF</b>	<b>BUILDER'S CHOICE</b>
<b>C1-C3</b>	<b>CONVENIENCE</b>
<b>GROUP 1:</b>	<b>SEAL OF APPROVAL: CHOOSE 1</b> <b>GOLD APPROVAL: CHOOSE 2</b>
<b>C 1.1</b>	Install illuminated or LED locator light switches in all bedrooms.
<b>C 1.2</b>	Provide full height pantry storage with drawers or pull-out shelving on bottom 2 shelves.
<b>C 1.3</b>	Where corner base cabinets occur in kitchen, install turntable or half-moon pull out shelving.
<b>C 1.4</b>	25% of all base cabinets in the kitchen shall be drawer-style or have full extension pull-out shelves. Shelves shall have minimum 2" side rails to keep items safely contained. This feature is most effective when installed on the bottom shelves.
<b>GROUP 2:</b>	<b>SEAL OF APPROVAL: CHOOSE 2</b> <b>GOLD APPROVAL: CHOOSE 3</b>
<b>C 2.1</b>	Provide power outlets on each side of bathroom vanities where double sinks occur. Outlets should be no higher than 44" from finished floor.
<b>C 2.2</b>	Provide one bathtub with a wide enough rim section for sitting (minimum rim depth of 10") or an inset tub with built-in seat/deck.
<b>C 2.3</b>	Provide all bedrooms with at least one electrical outlet per wall.
<b>C 2.4</b>	Provide at least one 3' section of adjustable-height or double hanging rods in master closet with 40% of storage less than 54" above floor.
<b>C 2.5</b>	Provide a minimum of one electrical outlet in all hallways.
<b>C 2.6</b>	Provide at least one standard power outlet on a usable wall in the laundry room. Outlet should be a minimum of 20" above finished floor measured from the top of the box.



# Appendix A

## LIVABLE DESIGN

REF	BUILDER'S CHOICE
<b>GROUP 3:</b>	<b>SEAL OF APPROVAL: CHOOSE 1</b> <b>GOLD APPROVAL: CHOOSE 2</b>
<b>C 3.1</b>	Locate HVAC filter near floor level where top of filter is no more than 42" from finished floor.
<b>C 3.2</b>	Where one-car garage is provided, it shall have a minimum overall width of 14'. Where a two-car garage is provided it shall have a minimum overall width of 22'.
<b>C 3.3</b>	Provide greater weather protection at the front entry (as well as the stepless entry where they are different) by installing a structural cover that extends out at least 5' from the door.
<b>SSI</b>	<b>SAFETY/SECURITY</b>
<b>GROUP 1:</b>	<b>SEAL OF APPROVAL: CHOOSE 2</b> <b>GOLD APPROVAL: CHOOSE 3</b>
<b>SS 1.1</b>	Provide carbon monoxide detectors outside all bedrooms.
<b>SS 1.2</b>	Operable windows shall be easy to use with opening hardware within easy reach. Windows intended for viewing and/or egress shall be installed with sills no higher than 36" from the floor. Casement, awning, or those recommended by the arthritis foundation are recommended. Exceptions apply such as at bay windows, bathrooms and accessory windows.
<b>SS 1.3</b>	Install residential fire sprinkler system throughout home.
<b>SS 1.4</b>	Shower and bathroom flooring surface shall be slip resistant with a frictional coefficient of at least 0.6. Exceptions may apply if alternative methods create slip resistance (i.e. added grout due to small tiles, etc.).
<b>SS 1.5</b>	Provide easy access to the electrical panel. Center panel shall be no higher than 48" from floor. If exterior, provide a hard-surface travel path and a minimum 30"x48" clear space in front of electrical panel. Path shall be a minimum of 48" wide. If panel is interior, the panel must be located on the ground level with a minimum clear space of 30"x48" in front of panel. Interior path of travel to the panel shall be a minimum of 42" wide.

<b>REF</b>		<b>BUILDER'S CHOICE</b>
<b>E1-E3</b>	<b>EASY ACCESS</b>	
<b>GROUP 1:</b>		<b>SEAL OF APPROVAL: CHOOSE 2</b> <b>GOLD APPROVAL: CHOOSE 3</b>
<b>E 1.1</b>		Install kitchen vent and hood controls so they are easily reached while seated. A remote switch or front-cabinet mounted switches are good options.
<b>E 1.2</b>		Install garbage disposal switch so it is easily reached while seated. An air switch at the sink is a good option.
<b>E 1.3</b>		25% of upper kitchen cabinets shall be located no higher than 14" above kitchen counter surface.
<b>E 1.4</b>		At kitchen sink, either install a removable toe kick or a faux toe kick with open space under the sink that has cabinet doors with hardware to open/fold back doors. If this feature is selected, the flooring must be finished under the sink.
<b>E 1.5</b>		50% of total kitchen storage shall be less than 54" above finished floor.
<b>E 1.6</b>		Oven shall be installed so center of oven is no higher than 32" above finished floor.
<b>GROUP 2:</b>		<b>SEAL OF APPROVAL: CHOOSE 2</b> <b>GOLD APPROVAL: CHOOSE 3</b>
<b>E 2.1</b>		At ground floor bathroom, either install a removable toe kick or a faux toe kick with open space under the sink. Cabinet doors must be installed with hardware to open/fold back doors. If this feature is selected, flooring must be finished under the sink.
<b>E 2.2</b>		50% of all storage in bathrooms shall be less than 54" above floor.
<b>E 2.3</b>		At the ground floor bathroom, increase clear space beside toilet with the following minimums: To one side, the center of toilet shall be a minimum of 18" from any side wall, cabinet or tub and to the other side the center of the toilet shall be a minimum of 30".
<b>E 2.4</b>		Microwave shall be installed no higher than 42" from finished floor. Measured from the bottom of the appliance.
<b>E 2.5</b>		Primary light switch in kitchen should be easy to reach and not on the backsplash.
<b>E 2.6</b>		At least one outlet in the kitchen should be easy to reach and not on the backsplash.

# Appendix A

## LIVABLE DESIGN

REF	BUILDER'S CHOICE
<b>GROUP 3:</b> <b>SEAL OF APPROVAL: CHOOSE 2</b> <b>GOLD APPROVAL: CHOOSE 3</b>	
E 3.1	Provide an additional stepless entry or make all home entrances to be stepless (see specifications in core requirement for entries).
E 3.2	Provide 36" of clear space in front of washers and dryers.
E 3.3	Install all electrical outlets a minimum of 20" above finished floor. Measured from the top of the box.
E 3.4	Install all electrical switches 42" to 48" above finished floor.
E 3.5	Provide multiple-height countertop heights in kitchen. Countertops installed at a variety of heights such as 30", 32", 34", 36" is ideal.
IL1	<b>ILLUMINATION</b>
<b>GROUP 1:</b> <b>SEAL OF APPROVAL: CHOOSE 3</b> <b>GOLD APPROVAL: CHOOSE 3</b>	
IL 1.1	Install exterior motion-sensor lighting at the front and back entry doors.
IL 1.2	Provide switched overhead lighting (recessed or ceiling mounted) in all bedrooms.
IL 1.3	Provide switched overhead lighting (recessed or ceiling mounted) in all common spaces.
IL 1.4	Provide switched overhead lighting (recessed or ceiling mounted) in all hallways.
IL 1.5	Install under cabinet lighting in kitchen.
IL 1.6	Install lighting in all closets including reach-in and linear style with switch located just outside the closet. Switch location may vary where sensor motion or jam-mounted sensors are installed. Some building codes may restrict certain types of lighting in linear closets. Consult local codes.
IL 1.7	In all bathrooms, in addition to general lighting, install overhead lighting directly over shower/bathing area.

<b>REF</b>		<b>BUILDER'S CHOICE</b>
<b>S1</b>	<b>STAIRWAYS (IF APPLICABLE)</b>	
<b>GROUP 1:</b>		<b>SEAL OF APPROVAL: CHOOSE 2</b> <b>GOLD APPROVAL: CHOOSE 2</b>
<b>S 1.1</b>		At least one side of stair handrails extended horizontally beyond top and bottom riser by at least 12". Extension may curve or wrap a corner.
<b>S 1.2</b>		Install graspable handrails on both sides of stairway.
<b>S 1.3</b>		Electric power outlet shall be installed at top and base of stairwell (this option does not apply for Flex Home if already incorporated as part of the core requirement).
<b>S 1.4</b>		Stairways shall be well lit with a minimum of 10 foot candles in the middle of the staircase and at each landing area.
<b>S 1.5</b>		Install stairway lighting near tread level to illuminate steps.
<b>S 1.6</b>		Install one set of stacked closets with knock-out floor for future elevator shaft conversion. Allow 8" for recessed elevator pit in slab. Allow for a minimum 32" clear opening and proper overhead clearance (96" minimum). Size closets to match standard elevator shaft requirements. Install 2" x 12" blocking requirements in wall. Make electrical provisions for power and lighting for elevator equipment.



PLATINUM LIST:	
<b>EM</b>	<b>EASY MAINTENANCE</b>
EM 1.1	Install a central vacuum system.
EM 1.2	Install easy maintenance solid countertops in kitchen and bathrooms (such as Silestone, Caesar Stone, Corian, Quartz etc.).
EM 1.3	Finish garage with drywall and paint (texture optional).
EM 1.4	Use semi-gloss, eggshell or satin paint (or flat paint meeting ASTM-D4213-08 standard for scrub resistance).
EM 1.5	In at least 50% of the home, install easy maintenance flooring such as ceramic tile, laminate, resilient flooring, or low pile carpet with an ungraded pad.
EM 1.6	In the shower, select surfaces that require minimal grout. Floors must be slip resistant (equivalent to a coefficient of friction of 0.6).
EM 1.7	Install a closet organizer in the master bedroom.
EM 1.8	Provide a short, straight route for dryer vent. Place termination of vent in an easy access location for easy cleaning.
EM 1.9	Provide a minimum of 48" wide walkways from the garbage storage area to the street side curb for easy transport of garbage and recycling totes to curb.
EM 1.10	Install windows with interior window screens.
<b>CF</b>	<b>CHILD FRIENDLY</b>
CF 1.1	Install easy maintenance and durable solid countertops in kitchen and bathrooms (such as Silestone, Caesar Stone, Corian, Quartz etc.).
CF 1.2	Install anti-scald lever plumbing fixtures at sinks at bathing areas.
CF 1.3	Use safety glass in bedroom window.
CF 1.4	Use soft-close hinges on doors and drawers.
CF 1.5	Install a secondary peephole in the front door at 40"-46" high.
CF 1.6	Counters and millwork should be finished with rounded corners.
CF 1.7	Install bullnose corners on drywall.



<b>PLATINUM LIST:</b>	
<b>CF 1.8</b>	Install a safety fence at the pool where applicable.
<b>CF 1.9</b>	Install cordless or child safe window blinds.
<b>CF 1.10</b>	Install dimmer switches for all overhead lights in bedrooms and living/family rooms.
<b>CF 1.11</b>	Design an open floor plan to allow for supervision of play area.
<b>CF 1.2</b>	Install a backyard fence.
<b>CN</b>	<b>"CONNECTED"</b>
<b>C1.1</b>	Either install a ceiling fan, or install wiring and ceiling fan rated electrical box with brace for future ceiling fan installation in all bedrooms and the living room.
<b>C1.2</b>	Either install an intercom system or install conduit for easy future installation of intercom system. If conduit is installed, one line should run from a central location on the ground floor to the attic AND another line should run from a point on exterior entry wall near the doorbell (42" to 44" above finished floor) to the attic.
<b>C1.3</b>	Either install a home automation system or install conduit for easy future installation of home automation system. If conduit is installed, provide 2" conduit and a structured wiring cabinet with minimum dimensions of 36" x 14" located no more than 20" above finished floor.
<b>C1.4</b>	Provide all bedrooms, dens and offices with at least one CAT5e for data and one CAT5e for phone all terminating to a structured wiring cabinet (note: CAT6e is also acceptable).
<b>C1.5</b>	Run one RG6 for cable in master bedroom.
<b>C1.6</b>	Run one RG6 for cable in all bedrooms, dens and offices.
<b>C1.7</b>	For easy future wiring installations, install one conduit run on each functional perimeter wall of the home. Functional is defined as any wall with continuous sections of 3' or greater.
<b>C1.8</b>	Provide central structured wiring cabinet.
<b>HL</b>	<b>HOME FOR LIFE</b>
<b>HL 1.1</b>	At a minimum, install at least 2 support bars in the ground floor shower of the bathroom that meets core requirement C3. Support bars must be decorative and match the plumbing fixtures used in that bathroom.

# Appendix A LIVABLE DESIGN

REF	PLATINUM LIST:
HL 1.2	Either install an automatic door at the stepless entry or install conduit for easy future installation of an automatic door. If conduit is installed, lines should be run on both sides of the interior and exterior sides of the door for future push button or kick plate installation, from the attic to just below the lowest fire block/obstruction. Additionally, one line should be run from the attic to just above the door header for future power to the automatic door motor (note: residential models are the only acceptable installation using these prewire requirements).
HL 1.3	Install either hard surface flooring or low-pile carpet with level transitions between materials.
HL 1.4	Install reinforcement in hallways for future handrail installation. Acceptable hallways are those with continuous wall sections of 6' or greater. Reinforcement shall include 2" x 6" solid blocking from 30" to 42" from the finished floor or 3/4" structural plywood backing.
HL 1.5	Single story home.
HL 1.6	Install a drawer dishwasher.
HL 1.7	Install anti-scald lever plumbing fixtures at sinks and bathing areas.
HL 1.8	Ensure home address is easily visible both during the day and at night (illuminated house number is an excellent choice).
HL 1.9	Install countertops that are not highly polished to reduce glare (such as Corian, honed granite, etc.).
PF	<b>PET FRIENDLY</b>
PF 1.1	Install a feeding drawer in cabinet – slides out at feeding time and is hidden away the rest of the time.
PF 1.2	Provide an easy access area for food storage of bulk pet food.
PF 1.3	Design a separate pet room (mud room) with hard surface flooring, wash tub and drain.
PF 1.4	Install window ledges for perching.
PF 1.5	Use semi-gloss, eggshell or satin paint (flat paint meeting ASTM-D4213-08 standard for scrub resistance).
PF 1.6	Install easy maintenance hard surface flooring such as ceramic tile, scratch-resistant hard wood, linoleum (not sheet vinyl) in at least 50% of the home.
PF 1.7	Provide a hot/cold faucet outside for bathing or rinsing off messes in cold weather.
PF 1.8	Install backyard fence a minimum of 6' high.

<b>PLATINUM LIST:</b>	
<b>REF</b>	<b>HL</b>
	<b>HEALTH LIFESTYLE</b>
<b>HL 1.1</b>	Provide a designated storage area for bicycles and other sports equipment.
<b>HL 1.2</b>	Provide a mud room as a transition space to leave dirty shoes, wet umbrellas, etc.
<b>HL 1.3</b>	Use zero or low VOC paints and finishes and non-toxic building materials (can also use foil backed drywall to separate toxic fumes from living area).
<b>HL 1.4</b>	Install an air filtration HVAC system.
<b>HL 1.5</b>	Vent bathrooms, kitchen and clothes dryer directly to the outdoors.
<b>HL 1.6</b>	Install black out shades in bedrooms to promote healthy sleep.
<b>HL 1.7</b>	Install a water filtration system at the kitchen faucet.
<b>HL 1.8</b>	Install solid surface flooring in at least 50% of the home to reduce accumulation of dust and allergens.
<b>HL 1.9</b>	Provide a designated area to accommodate separate containers for garbage, recycling and composting.
<b>GR</b>	<b>GREEN HOME</b>
	Home must be certified by an approved program such as the ones below*; <ul style="list-style-type: none"> <li>- LEED for Homes</li> <li>- NAHB Green Building Program</li> <li>- Green Built Homes of America</li> </ul>
<b>GR 1.1</b>	* Additional and regional certification programs may also be acceptable. Inquire for details.

## Attachment 13

Folsom Heights DA Amendment No. 1 to the First  
Amended and Restated Tier 1 DA

FOR THE BENEFIT OF THE CITY OF FOLSOM  
PURSUANT TO GOVERNMENT CODE §6103

RECORDING REQUESTED BY CITY CLERK

WHEN RECORDED MAIL TO:

City Clerk  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

**AMENDMENT NO. 1 TO  
FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT  
BY AND BETWEEN THE CITY OF FOLSOM AND  
FOLSOM HEIGHTS, LLC  
RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN**



**AMENDMENT NO. 1 TO  
FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT  
RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN  
(Folsom Heights, LLC)**

This Amendment No. 1 to First Amended and Restated Tier 1 Development Agreement (“Amendment No. 1”) is entered into this \_\_\_\_ day of \_\_\_\_\_, 2017, by and between the City of Folsom (“City”) and Folsom Heights, LLC (“Landowner”), pursuant to the authority of Sections 65864 through 65869.5 of the Government Code of California. All capitalized terms used herein and not otherwise defined herein shall mean and refer to those terms as defined in Section 1.3 of the Restated Development Agreement described below between the parties hereto.

**RECITALS**

A. Restated Development Agreement. The City and Landowner previously entered into that certain First Amended and Restated Tier 1 Development Agreement By and Between the City of Folsom and Landowner Relative to the Folsom South Specific Plan, recorded on August 28, 2014, in the Official Records of the County Recorder of Sacramento County in Book 20140828, Page 0579 (the “Restated Development Agreement”). Section 1.5 of the Restated Development Agreement allows the Restated Development Agreement to be amended from time to time by mutual written consent of the parties.

B. Property. The subject of the Restated Development Agreement, as amended hereby, is the Development of the Property. Landowner owns the Property and represents that all persons holding legal or equitable interests in the Property shall be bound by the Restated Development Agreement, as amended by this Amendment No. 1.

C. Purpose of Amendment. On June 28, 2016, by Resolution 9785, the City Council amended the Folsom General Plan and the Folsom Area Specific Plan with respect to development of the Property. The Specific Plan amendments approved for the Property are incorporated in the Folsom Area Specific Plan for the Folsom Heights Area (the “SPA”). Landowner is processing a minor modification to the SPA and Tentative Large-Lot Map and Tentative Small-Lot Map (collectively, “Tentative Maps”) for development of the Property consistent with the Entitlements and the SPA, as modified. In connection with the approval of the SPA, as modified, and Tentative Maps, the City and Landowner desire to amend the timing of certain requirements related to the approval of tentative subdivision maps otherwise required by Section 2.5.3 of the Restated Development Agreement, as more particularly provided in this Amendment No. 1. Additionally, Landowner desires that the SPA, as modified, and the Tentative Maps for the Property, including the conditions of approval related thereto, as approved by the City, be included within the definition of Entitlements as that term is used throughout the Restated Development Agreement, pursuant to Section 1.5.3 of the

Restated Development Agreement. City and Landowner further intend to clarify certain provisions related to identification of sites for a corporation yard and high school/middle school, as provided for in Sections 2.2.3.4 and 2.5.3B of the Restated Development Agreement, and additional provisions related to development of the Property.

D. Hearings. On \_\_\_\_\_, 201\_\_, the City Planning Commission, designated as the planning agency for purposes of development agreement review pursuant to Government Code Section 65867, in a duly noticed and conducted public hearing, considered this Amendment No. 1 and recommended that the City Council approve this Amendment No. 1 to the Restated Development Agreement.

E. Environmental Review. On June 28, 2016, by Resolution 9784, the City Council approved an Addendum to the Specific Plan EIR in connection with its initial approval of the Folsom Heights SPA, and on \_\_\_\_\_, 2017, by Resolution \_\_\_\_\_, the City Council approved an additional Addendum in connection with its approval of the minor modifications to the SPA and the Tentative Maps (collectively, the "Addenda") for development of the Property consistent therewith (the "Project"). Initial Studies prepared in support of the Addenda identified mitigation measures to reduce environmental impacts which have been incorporated into the Project and in the terms and conditions of the approved SPA, as modified, as reflected by the findings adopted by the City Council concurrently with its approval of the Addenda for the SPA.

F. No New Impacts Associated with Approval of Amendment. The City Council has determined that the adoption of this Amendment No. 1 involves no new impacts not considered in the Specific Plan EIR and Addendum; therefore, no further environmental documents relating to the adoption of this Amendment No. 1 are required.

G. Consistency with General Plan and Specific Plan. Having duly examined and considered this Amendment No. 1, City finds and declares that this Amendment No. 1 is consistent with the General Plan and the Specific Plan, as amended.

NOW, THEREFORE, the parties hereto, in consideration of the mutual covenants, promises, and agreements herein contained, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed, the parties hereto do hereby agree to amend the Restated Development Agreement as applied to the Property as follows:

1. Amendments to Existing Sections of Restated Development Agreement. The definition of "Entitlements" in Recital H, the provisions regarding the Corporation Yard in Sections 2.2.3.4 and 2.2.3.4.1, and Sections 2.5.3, 3.5, 3.6, 3.7.1, 4.2.2.1 and 4.8 are hereby amended as follows:

a. Recital H – Entitlements. The term "Entitlements" set forth in Recital H of the Restated Development Agreement is hereby revised to include:

- i. the General Plan and Specific Plan, as amended by the GPA and SPA approved by the City Council by Resolution 9785;
- ii. the minor modification to the SPA approved by the City Council by Resolution [REDACTED];
- iii. the Tentative Large-Lot Map and Tentative Small-Lot Map for the Property, as approved by the City Council by Resolution [REDACTED];
- iv. the Design Guidelines for development of the Property, as approved by the City Council by Resolution [REDACTED]; and
- v. this Amendment of Restated Development Agreement.

In consideration thereof, and in accordance with the provisions of Section 1.5.3 of the Restated Development Agreement, Landowner hereby reaffirms its agreement to abide by the provisions of this Restated Development Agreement, as modified hereby, and the conditions of approval imposed in connection therewith as applicable to the Property with the approved SPA, as modified, and the Tentative Maps for the Property.

b. Sections 2.2.3.4 and 2.2.3.4.1 - **Corporation Yard**. The provisions of Section 2.2.3.4 and 2.2.3.4.1 of the Restated Agreement continue to apply and the amendment to Section 2.5.3(B)(9), as set forth below, is not intended to alter, amend or enlarge the obligations and rights of Landowner as set forth in Section 2.2.3.4 and 2.2.3.4.1, except as specifically identified in Section 2.5.3(B)(9).

c. Section 2.5.3 - **Requirements for Subsequent Plans**. The provisions of Subsections I, (D), I, (F), and (G) of Section 2.5.3 of the Restated Agreement continue to apply and are not affected by this Amendment No. 1. Subsections (A) and (B) of Section 2.5.3 of the Restated Development Agreement are hereby revised and new Subsection (H) is hereby added to read as follows:

“A. Prior to Approval of First Tentative Small Lot Map:

- (1) Public Right-of-Way and Land Dedication Plan; and
- (2) Design Guidelines.

“B. Prior to Approval of First Final Small Lot Map in the FPA (or First Building Permit if Development May Occur Without Any Subdivision) or as otherwise specified below:

- (1) Open Space Management and Financing Plan;
- (2) Drainage Facilities Maintenance and Financing Plan;

- (3) Formation of the Sewer and Off-Site Water CFD as provided in the PFFP to fund a portion of the Plan Area sewer and water infrastructure, provided, however, Landowner may elect to exclude the Property, or any portion thereof, from such CFD, subject to Landowner consenting to a map condition and City and Landowner executing an agreement specifying how the Property, or excluded portion thereof, will pay its share of the sewer and water infrastructure, on a building permit by building permit basis (or other payment methodology mutually agreed to by Landowner and the City) that would otherwise be funded by inclusion thereof in the CFD, consistent with the PFFP;
- (4) Formation of the Aquatic Center CFD related to the recreational facilities that may include an aquatic center, sports complex and/or community center, provided, however, Landowner may elect to exclude the Property, or any portion thereof, from such CFD, subject to Landowner consenting to a map condition and City and Landowner executing an agreement specifying how the Property, or excluded portion thereof, will pay its share of the recreational facilities, on a building permit by building permit basis, (or other payment methodology mutually agreed to between Landowner and the City), that would otherwise be funded by inclusion thereof in the CFD, consistent with the PFFP;
- (5) Formation of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD (the "Services CFD"), the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD), and the Street Maintenance District/Lighting Maintenance District CFD (unless such street maintenance is included in the Services CFD), as provided in the PFFP;
- (6) Adoption of the New Plan Area Fees, including the New Plan Area Fees for City Facilities, the SPIF, and the SPRF, as provided in the PFFP and listed on **Exhibit 2.2.4** attached hereto;
- (7) Dedication or grant of the rights of way and easements for all Backbone Lands for roadways and utilities within the portion of the Property affected by the Small-Lot Map or anywhere within the Property within thirty (30) days of Landowner's receipt of a written request for the dedication thereof from the City, whichever occurs first;
- (8) For each final Small Lot Map, offers of dedication of the Public Parcel(s) described in Section 3.8.5 below located

within the portion of the Property affected by the final Small Lot Map, or within sixty (60) days of Landowner's receipt of a written request for dedication thereof from the City, whichever occurs first;

- (9) A site consistent with the requirements of Section 2.2.3.4, as may be amended or otherwise agreed to between the City and the Participating Landowners, shall be identified as acceptable to the City as suitable and feasible for use as the new Corporation Yard with access to sewer, water and all required utility services. The City's determination of feasibility may include the identification of an alternative site, consistent with the foregoing, as a back-up for the primary site, as well as an evaluation of the time, cost and likelihood of obtaining any necessary entitlements or other governmental approvals for use of the land as a corporation yard, with the final determination of feasibility subject to the sole and reasonable discretion of the City. If Landowner proposes final maps in phases, Landowner may apply to the City Manager to permit individual phases to move forward to final map if substantial progress is being made to identify an acceptable site as described above. The City Manager's determination of substantial progress shall be in his/her sole discretion; and
- (10) A site or sites identified as suitable by the City, in consultation with the Folsom Cordova Unified School District, for use as the future high school and middle school in the Folsom Plan Area shall be identified and approved by the City in consultation with the Folsom Cordova Unified School District. If a supplemental fee is required to support the development of such site(s), Landowner agrees to support the establishment of such fee in accordance with the Mitigation Fee Act and to pay such fee, so long as such fee is equitably shared by all similar development within the Plan Area. If Landowner proposes final maps in phases, Landowner may apply to the City Manager to permit individual phases to move forward to final map if substantial progress is being made to identify an acceptable site as described above. The City Manager's determination of substantial progress shall be in his/her sole discretion."

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"H. Prior to Approval of First Small-Lot Final Map in Property (or First Building Permit if Development May Occur Without Any Subdivision). Access to the Property will be served, in part, by roadway improvements located within the County of El Dorado



("County") that are maintained by the Rolling Hills Community Services District (the "Rolling Hills CSD"). To mitigate the impacts of development on the roadways serving the Property and maintained by the Rolling Hills CSD, City desires that the Property fund its fair share of the cost to maintain these roadways through the use of CFD financing from the Property. To facilitate such CFD financing, City will use good faith efforts to reach a joint facilities services agreement with the Rolling Hills CSD regarding the amount and manner of funding the Property's fair share costs of such roadway maintenance. Subject to City entering such joint facilities services agreement with the Rolling Hills CSD on terms acceptable to the City, Landowner shall support the formation of a Community Facilities District ("CFD") to create an Improvement Area comprised by the Property. This Improvement Area is intended to be authorized to levy special taxes against residential "Developed Property" within the Property (i.e., residential portions of the Property for which building permits have been issued or small lot final maps have been recorded) to contribute the Property's fair share costs for such roadway maintenance to the Rolling Hills CSD as the Property is developed. The resolution of consideration to create this separate Improvement Area for the Property within a CFD and the election authorizing the levy of special taxes against Developed Property within the Property to fund its fair share roadway maintenance obligations shall be approved prior to approval of the first Small-Lot Final Map or Building Permit within the Property. Provided, however, the City may, in its sole discretion, elect to waive this requirement if the City is unable, after negotiating in good faith, to reach agreement with the Rolling Hills CSD, on terms acceptable to the City, on the amount of funding and/or terms for such joint facilities services agreement. Landowner shall use good faith efforts to enter into a reimbursement agreement with Rolling Hills CSD within ninety (90) days of the Effective Date of this Amendment No. 1 to provide for the reimbursement of Rolling Hills CSD's reasonable legal fees and other reasonable costs associated with its review, negotiation and approval of the foregoing joint facilities services agreement."

d. Section 3.4 – Disclosures to Purchasers re Coordination with EDHFD to Provide Fire Suppression and Emergency Services to Property. Section 3.4 of the Restated Development Agreement is hereby revised to add the following at the end thereof:

"With the annexation of the FPA into the City, the Folsom Fire Department (FFD) assumed primary responsibility for providing fire suppression and emergency services within the FPA; however, and notwithstanding the foregoing, the Property was and still is within the service boundaries of the El Dorado Hills Fire Department ("EDHFD") after annexation. While fire

suppression and emergency services to the Property may be provided by both the EDHFD and the FFD as and when needed, the response time may not conform with the City's standard (6 minutes or less 90% of the time) due to the location of the Property and the lack of direct access from the nearest FFD fire station. Access to Phase 1 of the Property as shown on **Exhibit 3.4** hereto (the "**Property Phasing Map**") will initially be provided through adjacent County roadways, and EDHFD may be the first responder in many cases to provide firefighting and emergency services to the Property. Development of Phases 2 through 4 of the Property will require and is dependent upon construction of portions of Empire Ranch Road and portions of Easton Valley Parkway to connect the Property to the FPA roadway network, at which point FFD is anticipated to become the first responder to the Property for the provision of emergency services. Accordingly, to put subsequent builders and homeowners within Phase 1 on notice of such coordinated service and potential first response by EDHFD with an increased response time until direct access to the Property within the FPA is provided through the construction of portions of Empire Ranch Road and/or Easton Valley Parkway and connection of the Property thereto in accordance with the conditions of the approved Tentative Subdivision Maps, Landowner shall disclose to its subsequent purchasers of the Property that, in coordination with the FFD, EDHFD may be the first responder to 911 calls for firefighting and emergency services to the Property, and that the response time may exceed the City's standard. This obligation to notify subsequent purchasers shall continue to apply to all subsequent purchasers of Landowner, including without limitation, builders who are selling to homeowners within the Property, until the aforementioned roadway network is constructed and extended to the Property. This provision shall survive the termination or expiration of the Development Agreement. "

e. Section 3.5 – **EIR Mitigation Measures**. Section 3.5 of the Restated Development Agreement is hereby revised to read as follows:

"3.5 **EIR Mitigation Measures**. Notwithstanding any other provision in this Restated Agreement, as amended hereby, to the contrary, as and when Landowner elects to Develop the Property, or any portion or phase thereof, Landowner shall be bound by, and shall perform, or cause to be performed, all mitigation measures contained in the Specific Plan EIR/EIS, the Backbone Infrastructure IS/MND, and the Addendum to the FPASP EIR/EIS, and any additional environmental mitigation measures referenced therein, and any Supplemental Environmental Review(s) related to Development of the Property which are adopted by City and are identified in the Mitigation and Monitoring and Reporting Program as being a responsibility of Landowner for Development of the Property."

f. Section 3.6 – **Mitigation Monitoring and Reporting Program.** Section 3.6 of the Restated Development Agreement is hereby revised to read as follows:

**“3.6 Mitigation Monitoring and Reporting Program.** Separate from and in addition to the requirements in Section 3.5 of this Restated Agreement, as amended hereby, Landowner shall be responsible for all of the costs and expenses associated with the Mitigation Monitoring and Reporting Program under CEQA as part of the FPASP EIR/EIS, the Backbone Infrastructure IS/MND and the Addendum to the FPASP EIR/EIS and any Supplemental Environmental Review(s) that are identified as applicable to this Project in the Project EIR related to the Development. In furtherance of this provision, Landowner shall pay all costs required by the City associated with the Mitigation Monitoring and Reporting Program as set forth in the conditions of approval on the Entitlements and the Subsequent Entitlements.”

g. Section 4.2.2.1 – **SPIF Reimbursement for Park Dedication.** Section 4.2.2.1 of the Restated Development Agreement is hereby revised to read as follows:

**“4.2.2.1 – SPIF Reimbursement for Park Dedication Limited to Community Park West Dedication; Payment of SPIF Park Land Equalization Fee Component Upon Approval of a Final Map for Each Subdivision After Exhaustion of Landowner’s Park Land Credits.** In no case shall SPIF reimbursement apply for required dedications of parkland pursuant to the City’s Quimby ordinance. In other words, SPIF reimbursement for over-dedication of park land is applicable only for the landowner dedicating the Community Park West (“CPW”) site, the only Landowner dedicating over and above the dedication requirements provided in City ordinances. In place of the City’s Quimby ordinance and specifically any requirement stated therein for payment of an “in-lieu fee,” the SPIF will include a separate component for park land equalization to be paid by all other Landowners (the “Under-dedicating Owners”) to compensate the over-dedicating owner of the CPW site. As more particularly provided by the SPIF Ordinance (now existing or to be established by the City Council, as amended from time to time), each Under-Dedicating Owner will have a different Park Land Equalization Fee for its property (based, in part, on the amount of park land being dedicated by such Under-Dedicating Owner and credited against its fair share park land obligation) and will begin paying its share of this fee after exhausting the park land credits associated with its own park land dedications. As provided by the SPIF Ordinance, once such fee becomes payable, the Park Land Equalization Fee will be due for an entire Small-Lot Map as each map exceeds the park land dedication credit. For example in an 800 unit project with four subdivision maps and a 357 unit parkland dedication credit, the Parkland Equalization fee shall be due for each map that

exceeds the 357<sup>th</sup> unit and calculated by the units in that subdivision times the existing fee. Landowner acknowledges that the obligation to pay this fee may be included as a condition of each tentative subdivision map for which the payment will become due (after application of applicable park land dedication credits). Prior to approval of each Final Small-Lot Map within the Property, in accordance with the SPIF Ordinance, Landowner shall confirm in writing with the City either that (i) the park land equalization component of the SPIF is not then payable due to its offsetting park land dedication credits or (ii) the amount of the SPIF fee component for park land equalization then due and payable with respect to such Small-Lot Map. The foregoing provisions of this section shall not apply to Landowner if the Property that is the subject of this Agreement includes the CPW site. The references herein to "CPW site" includes both the site identified in Figure 9.1 in the Specific Plan and the Alternate Park site specified in Section 2.2.3 and as depicted in **Exhibit 2.2.3.2** until such time as the location of the Community Park West is determined as set forth in Section 2.2.3."

h. Section 4.8 – **City/County SCDTF Agreement/Highway 50 Coalition Fee**. Landowner acknowledge that, since the execution of the Restated Agreement, City and the California Department of Transportation entered into a Memorandum of Understanding which provides, among other things, that the fair share contribution by development in the FPA for impacts to Highway 50 and certain related roads and interchanges will be incorporated into a Folsom South development impact fee, and not into a "Highway 50 Coalition Fee" as was previously described in Section 4.8 of the Restated Agreement. Such fair share fee, the "Highway 50 Improvement Fee" was subsequently adopted by the City on September 8, 2015, as part of the Folsom Plan Area Stand Alone Fees. In consideration thereof, all references to the "Highway 50 Coalition Fee" shall mean and refer to the adopted Highway 50 Improvement Fee. With the exception of this change in terminology used to describe the fee, all other provisions of Section 4.8 of the Restated Agreement continue to apply.

2. **Additions of New Sections to Restated Development Agreement**. The following new Sections 1.5.1.1, 1.6, 1.7, 2.7 and 2.8 are added to the Restated Development Agreement as follows:

a. "Section 1.5.1.1 **Consent to Amend PFFP for Additional Reclaimed/Recycled Water System in Backbone Infrastructure**. Pursuant to Section 1.5.1, Developer expressly consents to the City amending the PFFP in connection with an update to the Recycled Water Analysis Appendix to the Folsom Plan Area Water System Master Plan in order to provide funding for additional reclaimed/recycled water system backbone pipeline improvements to serve Zones 4, 5 and 6 of the FPASP east of Placerville Road, including but not limited to conveyance system and related backbone pipeline. An exhibit depicting said additional reclaimed/recycled water system backbone pipeline improvements prepared as part of the Water System Master Plan update and PFFP amendment will be incorporated into the Restated Development Agreement as **Exhibit 1.5.1.1**. All provisions in the



Restated Agreement relating to PFFP shall include the amendment provided herein and the provisions of Section 2.2.4(4) of the Restated Agreement regarding the potential responsibility for Landowner's Development to provide funding for additional off-site transmission, on-site storage and other necessary infrastructure shall apply with respect thereto."

b. "Section 1.6 **Anticipated Changes to City's Inclusionary Housing Ordinance.** The City has amended the Inclusionary Housing Ordinance (i.e., Folsom Municipal Code Chapter 17.104) by Ordinance No. 1243, to eliminate Second Dwelling Units (also referred to as "granny flats") as an alternative means of meeting the City's inclusionary housing requirements. Landowner acknowledges there is no vested right to use this alternative means for meeting the City's inclusionary housing requirements and that this alternative shall not be available to Landowner from and after the date of Ordinance No. 1243. Other than the elimination of the "granny flat" option, the Parties agree that all other alternatives for meeting the City's inclusionary housing requirements remain vested to the full extent provided for in the Restated Agreement. In particular, City acknowledges that, consistent with Landowner's development plans for the Property, Landowner's right to satisfy its affordable housing requirements through the payment of an affordable housing in-lieu fee, if approved by the City Council, shall be deemed vested by the Restated Agreement, as amended."

c. "Section 1.7 **Consistency with Other Amendments to Restated Agreements for the Plan Area.** By entering into Tier 1 Development Agreements and Restated Development Agreements on like terms with other owners of property within the Plan Area, the City intended, and now reaffirms its intention, to apply comparable rules to all property within the Plan Area for vesting of entitlements and exceptions thereto, term of agreement, requirements imposed on development of the property, obligations of landowners and obligations imposed by City upon itself. In light of the intention to maintain equality in terms and provisions among landowners, City agrees to consider, upon request of the Landowner, and approve or deny in its sole and absolute discretion, a subsequent amendment to this Amendment of Restated Agreement to provide like terms that may be included in an Amendment of Restated Agreement for another owner within the Plan Area. Furthermore, with respect to the provisions of Section 2.5.3B(9) and 2.5.3B(10) added herein, City intends to impose these conditions equitably throughout the Plan Area as and to each and every Participating Landowner who seeks any future specific plan amendment, tentative subdivision map or ARDA amendment in connection with its proposed development. If City fails to impose either condition, when required, with at least substantially similar terms, although precise language may differ (whether through a tentative subdivision map condition of approval, amendment to the specific plan or to a development agreement, or other agreement between the City and a Participating Landowner), the corresponding condition of approval hereunder shall be null and void as to Landowner's Project, and shall not be used as a reason to prevent approval of any final Small-Lot Map for the Project. If the City approves any other final Small-Lot Map for a project within the Plan Area and the Corporation Yard or high school/middle school site(s), as applicable, has not been approved as provided for in said Section 2.5.3B(9) or 2.5.3B(10), Landowner may seek relief from the terms of the applicable condition by appeal to the City Manager, with the right to review by the City Council."



d. “Section 2.7 **Requirements for Submittal of Plans and Processing of Maps.**

“2.7.1 **Phased Maps.** Landowner may develop the Project in Development Phases, and consistent with Government Code section 66456.1, Landowner may file multiple final Small-Lot Maps based upon an approved phased Large-Lot or Small-Lot vested tentative subdivision map. Filing of a final Small-Lot Map on a portion of a vested tentative subdivision map shall not invalidate any portion of the vested tentative subdivision map.

“2.7.2 **Compliance with Submittal Requirements.** Specific projects proposed under the tentative Small-Lot Map shall comply with all submittal and review requirements in effect at the time of submittal, including but not limited to the requirements set forth in Section 2.5.3 of the Restated Agreement.”

e. “Section 2.8 **Dedication and Acceptance of Public Improvements.** City acknowledges that the FPA and the Project will be constructed in phases, and that certain portions of the Backbone Infrastructure and Project specific improvements, referenced collectively as the Public Improvements, will be constructed in phases, as different portions of the FPA and the Project develop at different times. Conditions of approval on the Project identify Landowner’s obligation for and timing for construction of portions of the Public Improvements, and subject to any conditions placed by the City on the phasing of Public Improvements, City shall accept for irrevocable dedication those portions of improvements contained within the final Small-Lot Map that are complete. By way of example, if City requires construction of only a portion of a road or drainage facility as part of the Conditions of Approval on the Project, the City shall accept that portion of the Public Improvement once a determination of completeness is made to the satisfaction of the City Engineer.”

3. **Addition of New Exhibit to Restated Development Agreement.** The following additional Exhibit is hereby added to and made a part of the Restated Development Agreement:

**Exhibit 3.4 - Property Phasing Map**

4. **Effect of Amendment.** This Amendment No. 1 amends, but does not replace or supersede, the Restated Development Agreement. In the event of any conflict, the language of this Amendment No. 1 shall be controlling in all events or circumstances. Except as modified hereby, all other terms and provisions of the Restated Development Agreement shall remain in full force and effect.

5. **Form of Amendment; Execution in Counterparts.** This Amendment No. 1 is executed in duplicate originals, each of which is deemed to be an original, and may be executed in counterparts.

IN WITNESS WHEREOF, the City of Folsom has authorized the execution of this Restated Agreement in duplicate by its Mayor, and attested to by the City Clerk under the authority of Ordinance No. \_\_\_\_\_ adopted by the City Council on the \_\_\_\_\_ day of \_\_\_\_\_, 2017.

**CITY:**

**CITY OF FOLSOM,  
a municipal corporation**

\_\_\_\_\_  
\_\_\_\_\_, Mayor

**APPROVED AS TO CONTENT:**

\_\_\_\_\_  
Evert W. Palmer, City Manager

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Steven Wang, City Attorney

**ATTEST:**

\_\_\_\_\_  
Christa Saunders, City Clerk

**LANDOWNER:**

**FOLSOM HEIGHTS, LLC,  
a California limited liability company**

By: \_\_\_\_\_  
Noordin Sayani  
Managing Member

**ACKNOWLEDGMENT**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of \_\_\_\_\_

County of \_\_\_\_\_

On \_\_\_\_\_, 201\_\_, before me, \_\_\_\_\_  
(Here insert Name and Title of Officer)

personally appeared \_\_\_\_\_,  
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

\_\_\_\_\_  
NOTARY PUBLIC SIGNATURE

NOTARY PUBLIC SEAL

**EXHIBIT 3.4**

**PROPERTY PHASING MAP**

[See Attached Map]

Phases 2, 3 and 4 – Secondary  
Vehicular Access via Easton Valley  
Parkway to Placerville Road

WAY 50

Russell Ranch

4

2

Phase 2 - 266 Units I

Phase 1 – Temporary Emergency Vehicular Access

3a

1

Phase 1 - 135 Units

Phase 3a - 112 Units

Russell Ranch

El Dorado Springs - 3

White Rock Springs Ranch

Village

3b

Phase 3b - 17 Units

LEGEND  
CLASS 1 B&E TRAIL  
CLASS 2 B&E TRAIL  
ADDITIONAL CLASS 5 TRAIL OPPORTUNITY  
TRAFFIC SIGNAL LOCATION

CONTEXT TRAILS EXHIBIT

# Folsom Heights

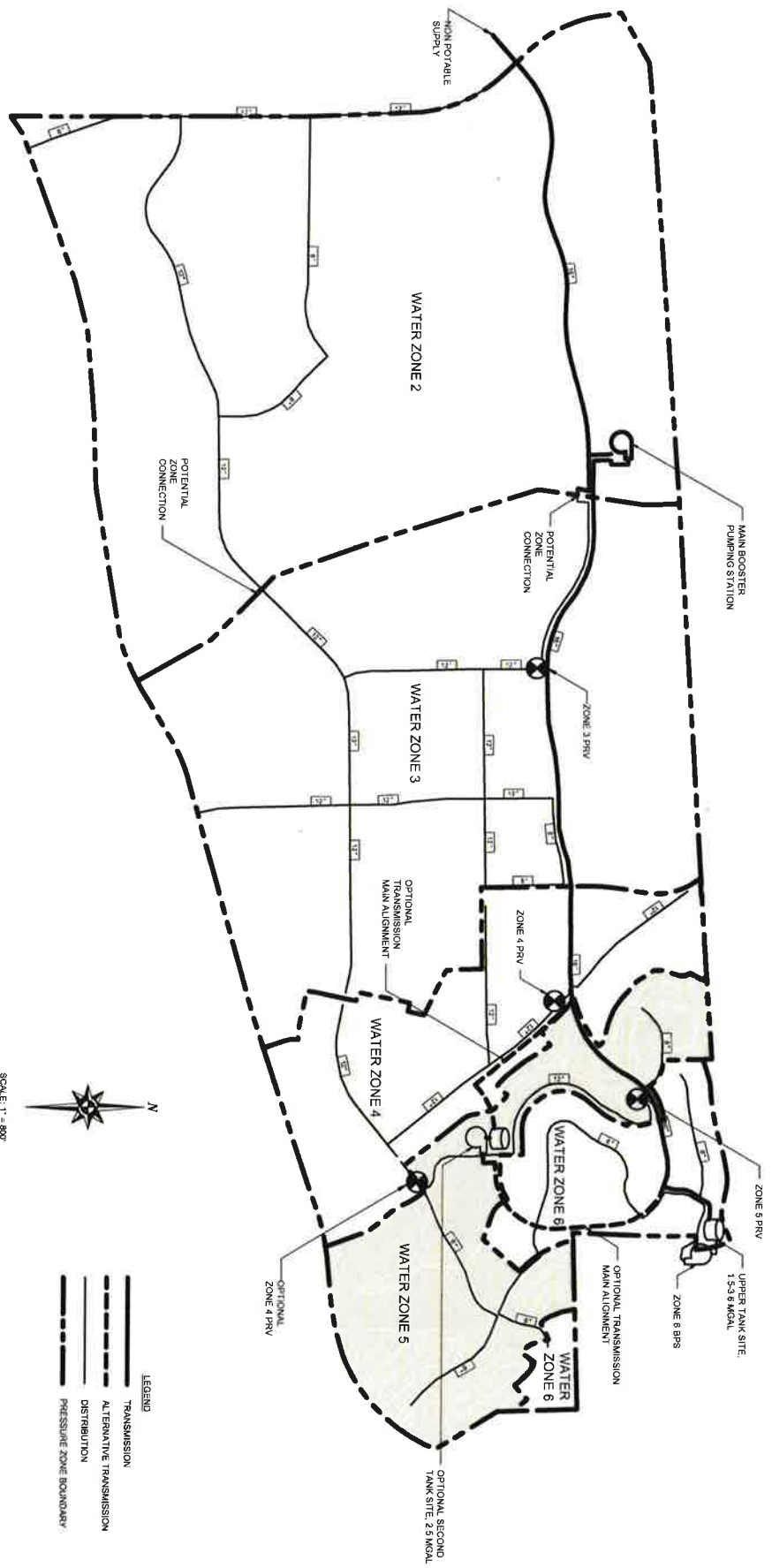
Folsom, California  
September 19, 2016

**MACKAY & SOMPS**  
ARCHITECTS PLANNERS ENGINEERS



FOLSOM HEIGHTS





NOTE:  
 BASE MAP PROVIDED BY OTHERS AND  
 IS FOR ILLUSTRATIVE PURPOSES ONLY.

FIGURE 3 - NON-POTABLE SYSTEM ALTERNATIVES  
 J. CROWLEY GROUP

## Attachment 14

El Dorado Irrigation District Sewer and Water Service  
Letters, dated December 21, 2016 and February 29, 2017



Letter No.: EEO \_\_\_\_\_

December 21, 2016

VIA FIRST-CLASS MAIL

Bob Robinson  
Folsom Heights LLC  
5001 Birch Street #27  
Newport Beach, CA 92660

Subject: Folsom Heights - Sewer and Water Service Letter  
Assessor's Parcel No.: 072-0070-001, 072-0070-023 & 072-0270-028 (Folsom)

Dear Mr. Robinson:

El Dorado Irrigation District (District) is sending this letter related to water and sewer service in connection with the proposed Folsom Heights project. The proposed project consists of approximately 402 single family residential lots, 128 multifamily units and a commercial development on 189.7 acres. Water service, sewer service, private fire service, and fire hydrants are requested. The property is within the District boundary.

As of January 1, 2016, there were 20,417 equivalent dwelling units (EDUs) of potable water supply available in the District's El Dorado Hills supply area. The proposed Folsom Heights project, as proposed on this date, would require approximately 522 EDUs of water supply. As of the date of this letter, the District has sufficient water and sewer capacity to serve the proposed Folsom Heights project.

Water and wastewater service will be provided in accordance with District Board Policies and Administrative Regulations, as amended from time-to-time. To be eligible for service, a Facility Plan Report and Improvement Plans must be approved by the District, line extension agreements executed and fees paid, and the project constructed and/or bonded. Water and wastewater services can then be purchased for the project.

If you have any questions, please contact me at (530) 642-4054.

Sincerely,

Michael J. Brink, P.E.  
Supervising Civil Engineer

Letter No.: EEO \_\_\_\_\_  
To: Bob Robinson



December 21, 2016  
Page 2 of 2

MB:at

cc

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

Steve Banks, Principal Planner  
City of Folsom Community Development Department  
50 Natoma Street  
Folsom, CA 95630



## El Dorado Irrigation District

Letter No.: EEO 2016-0215

February 29, 2016

VIA FIRST-CLASS MAIL

Bob Robinson  
Folsom Heights LLC  
5001 Birch Street #27  
Newport Beach, CA 92660

Subject: Facility Improvement Letter (FIL), Folsom Heights  
Assessor's Parcel No.: 072-070-01, 23 & 072-270-28 (Folsom/EDH)

Dear Mr. Robinson:

This letter is in response to your request dated January 14, 2016 and is valid for a period of three years. If a Facility Plan Report (FPR) for this project is not submitted to El Dorado Irrigation District (EID or District) within three years of the date of this letter, a new Facility Improvement Letter will be required.

Design drawings for your project must be in conformance with the District's *Water, Sewer and Recycled Water Design and Construction Standards*.

This project consists of 402 single family residential lots, 128 multifamily units and a commercial development on 189.7 acres. Water service, sewer service, private fire service and fire hydrants are requested. The property is within the District boundary.

This letter is not a commitment to serve, but does address the location and approximate capacity of existing facilities that may be available to serve your project.

### **Assessment District No. 3**

Assessment District No. 3 (AD3) was established to provide water and sewer facilities to serve the El Dorado Hills area. The property is in AD3 and currently has an allotment of 25 equivalent dwelling units (EDUs) of water and sewer service, which is not sufficient to serve the proposed development.

### **Water Supply**

As of January 1, 2015, there were approximately 4,088 equivalent dwelling units (EDUs) of water supply available in the El Dorado Hills Water Supply Region. Your project as proposed on this date would require 522 EDUs of water supply.

### **Water Facilities**

The Folsom Fire Department has determined that the minimum fire flow for the residential portion of this project is 1,500 GPM for a two-hour duration while maintaining a 20-psi residual





pressure. The commercial portion of this project will require a minimum fire flow of 2,250 GPM for a four-hour duration while maintaining a 20-psi residual pressure. According to the District's hydraulic model the existing system can deliver the required fire flow.

In order to receive service and provide this fire flow, you must construct a looped water line extension connecting to as many adjacent facilities as possible. There is a 10-inch water line stub located to the east of your project in the Stonebriar Phase 2 subdivision and also a six-inch water line stub located off of Stonebriar Drive. You must also connect to the 12-inch water line located in Carson Crossing Drive that was constructed as part of the Euer Ranch subdivision; currently the El Dorado Springs 23 project is proposing a connection to this line as well. See the attached system map. Specific fire flow requirements for each proposed land use, and phase of construction, must be addressed in the FPR.

The hydraulic grade line for the existing water distribution facilities is 820 feet above mean sea level at static conditions and 780 feet above mean sea level during fire flow (2,250 GPM) and maximum day demands. Based on information provided with the FIL application, it appears a portion of the proposed project is at an elevation higher than what can be served by these available facilities. The FPR shall evaluate operating pressures at proposed building pads, and present means to boost pressures to meet State and EID minimum pressure requirements.

The flows and pressures predicted above were developed using a computer model, and not an actual fire flow test.

### **Sewer Facilities**

Several gravity sewer lines are located in the adjacent Stonebriar Phase 2 subdivision and were designed with some capacity for the Folsom Heights project. The gravity lines discharge to a sewage lift station located near the intersection of Stonebriar Drive and White Rock Road which pumps into an eight-inch sewer force main in White Rock Road. The lift station, the eight-inch force main and all gravity sewer mains in Stonebriar Unit 2 that would be used to convey wastewater from your proposed development will need to be assessed for available capacity and required upgrades in the FPR. At a minimum it is anticipated upgrades to the lift station will be required in order to serve the project.

The force main discharges into the 18-inch El Dorado Hills Boulevard (EDHB) trunk gravity sewer line in the vicinity of White Rock Road and Post Street. Several sections of the 18-inch gravity sewer do not appear to have adequate capacity to serve this project. These sections of the EDHB Trunk sewer have been identified for potential upsizing in the District's current Wastewater Facilities Master Plan. These potential improvements are currently being researched and are included in the District's current five-year Capital Improvement Plan (CIP), subject to approval of future funding and construction. There are six-inch gravity sewer mains in the vicinity of White Rock Road and Windfield Way that discharge into a different trunk sewer system that does have available capacity, however several section would need to be upsized in order to handle the flows from your project (in addition to diverting the force main to this gravity line).

Your project as proposed on this date would require 508 EDUs of sewer service.



### **Facility Plan Report**

An FPR will be required for this project. The FPR shall address the expansion of the water and sewer facilities, and the specific fire flow requirements for all phases of the project. A meeting to discuss the content of the report will be required. Please contact this office to arrange the meeting. A preliminary utility plan, prepared by your engineer, must be brought to the meeting. Given this project crosses county lines, a meeting with the City of Folsom will also be required.

Two copies of the FPR will be required along with a \$2,000.00 deposit. You will be billed for actual time spent in review and processing of your FPR. Please submit the FPR and fee to our Customer and Development Services Department. Enclosed is the FPR description and transmittal form for your use. The items listed under content in the description and the completed transmittal form must be bound in each copy of the FPR.

### **Easement Requirements**

Proposed water lines, sewer lines and related facilities must be located within an easement accessible by conventional maintenance vehicles. When the water lines or sewer lines are within streets, they shall be located within the paved section of the roadway. No structures will be permitted within the easements of any existing or proposed facilities. The District must have unobstructed access to these easements at all times, and does not generally allow water or sewer facilities along lot lines.

Easements for any new District facilities constructed by this project must be granted to the District prior to District approval of water and/or sewer improvement plans, whether on-site or off-site. In addition, due to either nonexistent or prescriptive easements for some older facilities, any existing on-site District facilities that will remain in place after the development of this property must also have an easement granted to the District.

### **Environmental**

The County is the lead agency for environmental review of this project per Section 15051 of the California Environmental Quality Act Guidelines (CEQA). The County's environmental document should include a review of both off-site and on-site water and sewer facilities that may be constructed by this project. You may be requested to submit a copy of the County's environmental document to the District if your project involves significant off-site facilities. If the County's environmental document does not address all water and sewer facilities and they are not exempt from environmental review, a supplemental environmental document will be required. This document would be prepared by a consultant. It could require several months to prepare and you would be responsible for its cost.

### **Summary**

Service to this proposed development is contingent upon the following:

- The availability of uncommitted water supplies at the time service is requested;
- Approval of the City's environmental document by the District (if requested);
- Approval of an extension of facilities application by the District;
- Approval of a Facility Plan Report by the District;
- Executed grant documents for all required easements;
- Approval of facility improvement plans by the District;



- Construction by the developer of all on-site and off-site proposed water and sewer facilities;
- Acceptance of these facilities by the District; and
- Payment of all District connection costs.

Services shall be provided in accordance with El Dorado Irrigation District Board Policies and Administrative Regulations, as amended from time-to-time. As they relate to conditions of and fees for extension of service, District Administrative Regulations will apply as of the date of a fully executed Extension of Facilities Agreement.

If you have any questions, please contact Marc Mackay at (530) 642-4135.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael J. Brink".

Michael J. Brink, P.E.  
Supervising Civil Engineer

MB/MM:at

Enclosures: System Map  
FPR Guidelines and transmittal

cc w/ System Map:

Chad Wilson, Division Chief, Admin & Prevention  
City of Folsom Fire Department  
535 Glen Drive  
Folsom, CA 95630

Steve Smith  
MacKay & Somps Engineers  
4120 Douglas Blvd. #306  
Granite Bay, CA 95746-5936

Roger Trout, Director  
El Dorado County Development Services Department  
Via email - roger.trout@edcgov.us

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



## Attachment 15

### Draft Facilities Plan Report for the El Dorado Irrigation District



# **Preliminary Engineering Report for**

Folsom Heights

---

**(Assessor's Parcel Numbers:  
072-070-01, -23, and 072-270-28)**

# **FACILITY PLAN REPORT**

**Second Submittal: February 21, 2017**

**OWNERS / DEVELOPERS**

**Folsom Heights, LLC  
4120 Douglas Blvd, #306 – Suite 320  
Granite Bay, CA 95746  
(916) 206-2019**

**HydroScience Engineers**

**10569 Old Placerville Road  
Sacramento, CA 95827  
(916) 364-1490**

**FACILITY PLAN REPORT (FPR) TRANSMITTAL FORM**

Project Name: Folsom Heights Development

Contact Person: Clay Loomis, Folsom Heights, LLC.

Address: 4120 Douglas Blvd., #306 - Suite 320, Granite Bay, CA 95746

Telephone Number: 916-206-2019 FAX Number: \_\_\_\_\_


1. Assessor's Parcel No(s): 072-070-01, -23 and 072-270-28 (Folsom/EDH)
2. Location: Folsom and El Dorado Hills, CA
3. This development will be constructed in 4 phases.
4. The property requires Annexation to EID  Yes  No.
5. The total acreage of the development is 189.7 acres.
6. The number of parcels proposed is 530.
7. The number of water EDU's requested is 530.
8. The number of sewer EDU's requested is 530.
9. The estimated maximum day water demand is 531 gpm and peak hour demand of 1,164 gpm.
10. The fire flow requirement is 1500 gpm for 2 hours duration (Residential) and 2,250 gpm for 4 hours duration (Commercial), at 20 psi.
11. Pressure reducing stations are required?  Yes,  No.
12. The estimated average dry weather sewer flow is 92 gpm.
13. The estimated peak wet weather sewer flow is 461 gpm.
14. Recycled water proposed for irrigation  Yes,  No. Number of EDU's \_\_\_\_\_.
15. Estimated maximum day recycled demand is N/A gpm and peak hour demand of N/A gpm.
16. The engineer's cost estimates for all facilities to be built is attached  Yes,  No.
17. Are any lift stations, pump stations or water tanks proposed? If so provide the following for each:

Water BPS: Latitude: 38° 38' 21.65" N Longitude: 121° 05' 07.78" W Elevation: 712.1 FT  
 Ph 3A LS: Latitude: 38° 38' 20.02" N Longitude: 121° 05' 26.73" W Elevation: 670.0 FT  
 Ph 3B LS: Latitude: 38° 37' 51.74" N Longitude: 121° 05' 50.03" W Elevation: 591.0 FT

**Exceptions:**

**Note:**

FPR submitted by:

  
Ligaya C. Kohagura  
 Developer's Engineer  
 RCE# 56463

Date 02/21/17

Final FPR approved by:

\_\_\_\_\_  
 EID Development Engineer  
 RCE# \_\_\_\_\_

Date \_\_\_\_\_

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Exhibit 1: Facility Improvement Letter

Exhibit 2: Tentative Map

Exhibit 3: City of Folsom Fire Department Letter

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Appendix A: Water System Facilities

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## SECTION 1 – GENERAL

### 1.1 Introduction

The Master Facility Plan Report (FPR) for Folsom Heights provides a description of proposed on-site and off-site water and sewer facilities improvements for service to the development. The FPR also demonstrates the adequacy of these improvements to meet standards established by the El Dorado Irrigation District (EID), as detailed in the Design and Construction Standards, July 1999.

Information presented in this FPR is based on currently available information. The overall conceptual designs presented herein could change or be improved as additional information becomes available. Any subsequent changes to this FPR shall be submitted to EID for approval and a revised FPR shall then be submitted.

Submittal of the FPR is a requirement of the Facility Improvement Letter (FIL), dated February 29, 2016, attached as **Exhibit 1**.

### 1.2 Background

The Folsom Heights project is owned by Folsom Heights, LLC. The project's boundary encompasses a total of 189.7 acres. The Folsom Plan Area Specific Plan approved in 2011 (FPASP 2011) allocated 530 equivalent dwelling units (EDUs) for the Folsom Heights project. The proposed project land use plan includes 406 single family residential lots, 124 multi-family units, and a neighborhood shopping center.

Although the Folsom Heights development is within the City of Folsom sphere of influence, the project is also within EID's Assessment District No. 3 (AD3). AD3 was established to provide water and sewer facilities to serve the El Dorado Hills area. The AD3 currently has an allotment of 25 equivalent dwelling units (EDU) of water and sewer service for Folsom Heights, which is not sufficient to serve the proposed development. The water supply evaluation as of January 1, 2015 indicates there are approximately 4,088 EDUs of water supply available in the El Dorado Hills Water Supply Region.

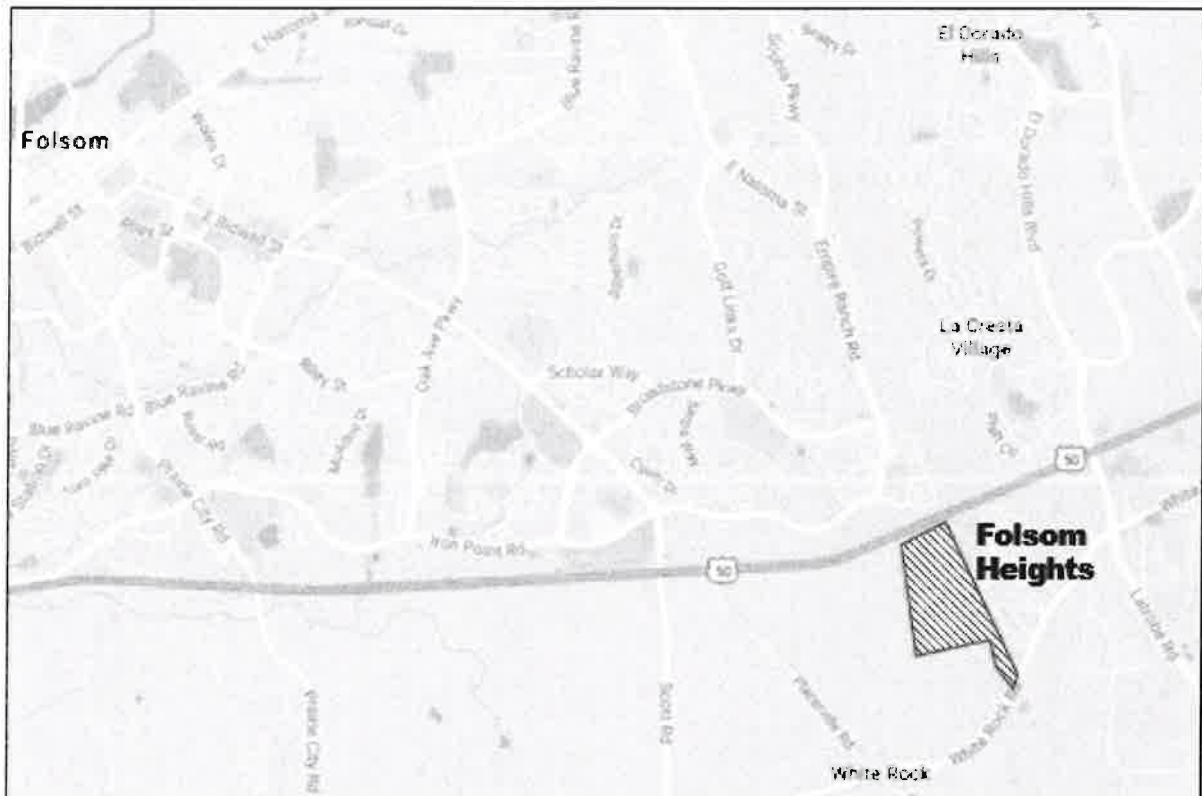
The FPR provides a master plan for the water and sewer service to the Folsom Heights project. The facilities proposed are sized to meet expected project demands and do not have excess capacity for service to areas beyond the project.

Per discussions with Dan Corcoran, EID's Environment Review Division Manager, the CEQA documentation required for the Folsom Heights project may be satisfied by issuing an addendum to the Folsom South of Hwy 50 EIR/EIS as part of the City of Folsom's tentative map approval. The tentative maps for the Folsom Heights project are shown in **Exhibit 2**. This exhibit also includes the typical street cross sections planned for the project.



**Figure 1-1** shows the vicinity map of the Folsom Heights project, which is bounded by the Sacramento/El Dorado County boundary to the east, future extension of Empire Ranch Road to the west, Highway 50 to the north, and White Rock Road to the south. The project area is on a ridge where three-quarters of the site topography drains to the east and one-quarter of the site drains to the west.

**Figure 1-1: Folsom Heights Development Vicinity Map**



The following summarizes the project's available utility services.

- **Water System:** On the east side of the property, several existing water distribution mains are located in the adjacent Stonebriar Phase 2 subdivision. Available tie-in locations to these existing EID water services are located within a few hundred feet of the Folsom Heights property and are shown in **Figure 1-2**.
- **Sewer System:** On the east side of the property, two existing gravity sewer lines are located in the adjacent Stonebriar Phase 2 subdivision. Tie-in locations to these existing EID sewer services are located within a few hundred feet of the Folsom Heights property and are also shown in **Figure 1-2**. The existing off-site gravity sewer lines discharge to the Stonebriar Lift Station (LS) located near the intersection of Stonebriar Drive and White Rock Road.

**Figure 1-2: Available Tie-In Locations to Existing EID services**



Urban services on the west side of Folsom Heights require the construction of significant off-site infrastructure in order to provide service. The FPASP 2011 includes plans to develop urban services on the west side, but these services may not be available until the later development phases.

### 1.3 Project Phasing

The Folsom Heights project is currently planned to be constructed in four phases, the timing of which are yet to be determined. **Figure 1-3** shows the project's proposed master plan land use. The land use includes single family (SF); single family, high density (SFHD); multi-family, low density (MLD); general commercial (GC); public quasi-public (PQP); and open space (OS). The PQP and OS parcels are assumed to have minimal to no water demands and sewer flow contributions. **Table 1-1** summarizes the project's residential and commercial land use by phase. The number of EDUs may be used to estimate the number of residential parcels included in each phase of the project.

The Master FPR may be amended and/or subsequent stand-alone FPR documents will be prepared, as needed, as the project develops. All necessary points of connection for water and sewer, as well as pumping facilities that may be required, will be established prior to completion of in-tract improvements, and all necessary infrastructure will be on-line prior to any meters being set or occupancy occurring. EID requires each phase of the project to be constructed as if it is a stand-alone project.

**Table 1-1: Folsom Heights Phasing Plan**

Land Use	Phase 1 EDU	Phase 2 EDU	Phase 3A EDU	Phase 3B EDU	Phase 4 Acres	Total EDU	Total Acres (Ac)	Density (EDU/Ac)
Single Family	61	49		17	0	127	40.1	3.2
Single Family High Density	74	147	58			279	57.4	4.9
Multi-Family Low Density		70	54			124	13.6	9.1
General Commercial					11.4		11.4	NA
<b>Total</b>	<b>135</b>	<b>266</b>	<b>112</b>	<b>17</b>	<b>11.4</b>	<b>530</b>	<b>122.5</b>	

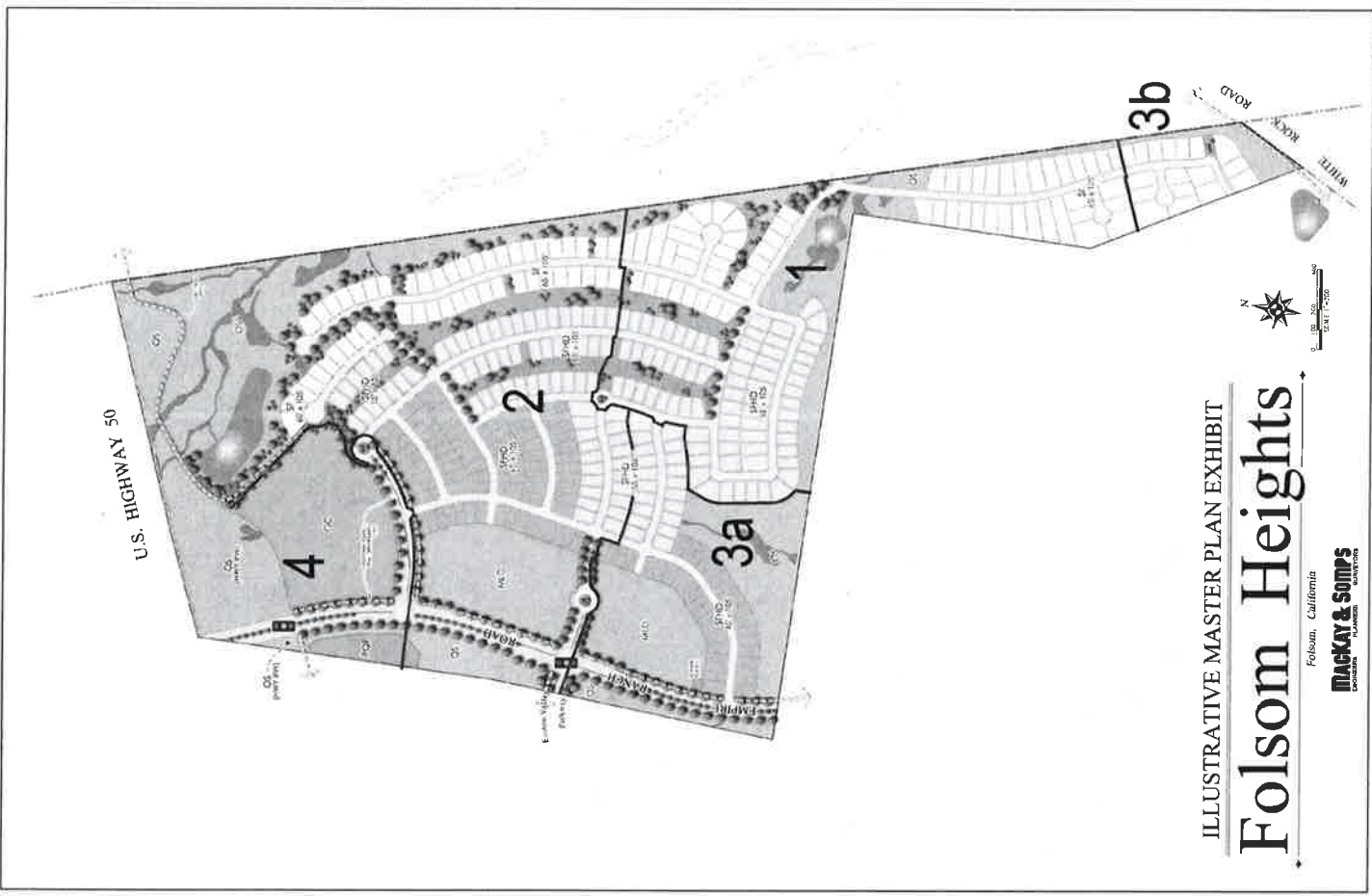
Note:

1. Residential demands and flows based on EDU's while commercial demand/flow is based on acreage.

## 1.4 Adjacent Developments

To the west of Folsom Heights is the proposed Russell Ranch development, which is within the FPASP 2011 area served by the City of Folsom and Sacramento County. To the east are the existing developments of Springfield Meadows (Stonebriar Phase 2) and El Dorado Springs 23. Stonebriar Phase 2 is fully developed with 529 EDU. El Dorado Springs 23 is currently under construction and is planned to have 49 EDU. The tentative map in **Exhibit 2** shows these adjacent developments. During the initial development phases, access to Folsom Heights will be via Stonebriar Drive and Prima Drive. Temporary access via Winterfield Drive will be limited to emergency vehicles only.

EID provides water and sewer services to the existing Stonebriar Phase 2 and El Dorado Springs 23 developments. Proposed tie-ins to existing facilities are shown in **Figure 1-2** and discussed in Sections 2 and 3 of this FPR.



ILLUSTRATIVE MASTER PLAN EXHIBIT

# Folsom Heights

Folsom, California  
**Mackay & Samps**  
 CONSULTING PLANNERS & ARCHITECTS

Figure 1-3: Folsom Heights Master Plan Land Use

## SECTION 2 – WATER SYSTEM

### 2.1 Water Source

Folsom Heights will receive water from the El Dorado Hills Supply area via the distribution system in the adjacent developments, which include Stonebriar Phase 2 and El Dorado Springs 23. The Folsom Heights proposed finished grade elevations are above the elevations of these adjacent areas and also above the proposed Russell Ranch development to the west of the Folsom Heights project.

#### 2.1.1 Connection Locations

The Folsom Heights water system will connect to the existing water distribution pipeline network within Stonebriar Phase 2 at the following locations (shown on **Figure 1-2**):

- White Rock Road (required connection point) – Existing 12-inch water line stub near Carson Crossing Road and White Rock Road
- Prima Drive – Existing 8-inch water line installed by El Dorado Springs 23, which connects to an existing 6-inch water line at the intersection of Prima Drive and Stonebriar Drive.

The FIL also allowed connection to the existing 10-inch water line stub at the end of Winterfield Drive near Laguna Lane if needed.

#### 2.1.2 Connection Hydraulic Grade Line Elevations

Per the FIL, the hydraulic grade line (HGL) for the adjacent existing water distribution systems are at the following levels:

- Elevation 820 feet above mean sea level (MSL) under static conditions.
- Elevation 780 feet above MSL during maximum day demand plus commercial fire flow conditions (MDD+FF).

For the FPR, EID provided additional HGL information that was not included in the FIL:

- Elevation 792 feet at each of the three EID connections (White Rock, Prima, and Winterfield) under peak hour demand (PHD) conditions.

These HGL elevations were applied to all water connection locations allowed by the FIL. Since the hydraulic model evaluated dynamic conditions, only the HGL for MDD+FF and PHD conditions were considered in the hydraulic evaluations.



## 2.2 Water Design Criteria

### 2.2.1 EID Water Standard Design Criteria

Per EID's water standard design, water system facilities shall be sized for either the PHD or MDD+FF (residential and commercial), whichever is greater. Flow rates shall be determined according to land use, location of the development within the EID's service area (Western Region), and unit values.

**Table 2-1** summarizes EID's standard methods to calculate mean annual water demands. EID has two standard methods:

- July 1999 Water Design Standards (Table 3-1)
- Water Resources and Service Reliability Report (Table 3 for El Dorado Hills service area)

EID updates their *Water Resources and Service Reliability Report* annually to determine current water supply and water meter availability. This report uses the projected unit demand methodology to estimate mean annual water demands. In the *2016 EID Water Resources and Service Reliability Report* (2016 Water Resources Report), the 2013 unit demand was used to calculate baseline water demand to be consistent with the State of California Water Resources Control Board (SWRCB). Year 2013 was selected since the State of California is in the fourth year of a drought. This is also consistent with the District's 2015 Urban Water Management Plan.

For Folsom Heights, the calculated unit demands are higher using the 2016 Water Resources Report method versus the July 1999 Water Design Standards method. Therefore, the FPR uses the 2016 Water Resources Report criteria to calculate water demands from residential and commercial land uses. **Table 2-2** summarizes the criteria used to calculate the Folsom Heights water demands.

Landscape irrigation in Folsom Heights is anticipated only for decorative landscape areas, which will include sprinklers and controllers to be operated by the homeowners association. Based on current water conservation practices, the irrigation water use will occur during evening hours when water demand is low. The irrigation is not likely to occur during either MDD+FF or PHD scenarios. Therefore, irrigation water demand will not impact capacity sizing of the water distribution infrastructure.

**Table 2-1: EID Mean Annual Water Demand Criteria<sup>1</sup>**

Source	Land Use Category	Density (EDU/Acre)	Annual Unit Consumption	Average Day (GPM/EDU)
2016 Water Resources Report <sup>1</sup>	Single Family Residential	N/A	0.70 acre-feet per EDU	0.44
2016 Water Resources Report <sup>1</sup>	Commercial	N/A	2.81 acre-feet/acre	N/A
Water Design Standards - Western EID Region <sup>2</sup>	High Density Residential	1.0 to 7.0	0.58 Acre-Feet/EDU	0.36
Water Design Standards - Western EID Region <sup>2</sup>	Multiple Family	7.0 to 24	0.3 Acre-Feet/EDU	0.18
Water Design Standards - All Regions <sup>2</sup>	Commercial/ Industrial	N/A	2.4 Acre-Feet/Acre	N/A

Notes:

1. Per Table 3 of the 2016 EID Water Resources and Service Reliability Report. These Unit factors were used for the analysis presented in this report.
2. Per Table 3-1 of EID Water Design Standards, July 1999.

**Table 2-2: Water Demands Design Criteria**

Criteria	Value	Units	Land Use	Source/Comments
Average Annual Water Demand (AAD)	0.7	Acre-feet per EDU	Residential	2016 Water Resources Report (El Dorado Hills Supply Area)
	0.44	GPM per EDU	Residential	
	2.81	Acre-Feet/Acre	Commercial	
Maximum Day Peaking Factor (MD PF)	2			EID Water Design Standard, Table 3-2
Peak Hour Peaking Factor (PH PF)	4.5			
Maximum Day Demand (MDD)	AAD x MD PF + (0.1 x AAD)			EID Water Design Standard, Section 3.1A <sup>1</sup>
Peak Hour Demand (PHD)	AAD x PH PF + (0.1 x AAD)			
Maximum Static Pressure	90 psi			Based on full reservoir or maximum pressure reducing valve (PRV) setting
Minimum PHD Pressure	40 psi (50 psi for zone fed by booster pumps)			This is the minimum requirement for existing facilities. EID requested that the boosted zone be designed to a minimum of 50 psi to account for pump wear over time.
Minimum MDD+FF Pressure	20 psi			

Notes:

1. EID's July 1999 Water Design Standards specify that 10 percent of average annual demand be added to both the maximum day and peak hour demands to allow for unaccountable water.
2. PSI = Pounds per square inch

### 2.2.2 Additional Water System Design Criteria

To comply with the EID water design standards, the following additional design criteria were also considered in sizing the Folsom Heights on-site water distribution system:

- Maximum velocity of 10 feet per second (fps).
- Pipelines sized to deliver the required flows at minimum pressures required.
  - Minimum water main size shall be 6 inches.
  - For short pipelines connecting 3 or fewer homes, 4-inch pipes are allowed where there is no fire hydrant. The dead ends in the Folsom Heights development have more than three homes, therefore there are no 4-inch pipes recommended.
- Hazen-Williams coefficients by diameter per Table 3-4 of the EID Water Design Standards.
  - 6-inches: C = 110
  - 8 and 10-inches: C = 120
  - 12 through 18-inches: C = 130
- Blow off valves are placed at terminal ends of pipe runs and air release valves are located at high points.

### 2.2.3 Fire Flow Requirements

**Table 2-3** summarizes the fire flow standards used for the Folsom Heights project. The City of Folsom Fire Department established the fire flow requirements for the Folsom Heights project. The fire flow rates are in excess of the maximum daily water demands. All structures will include fire sprinklers in accordance with NFPA and Fire Department requirements. A copy of the letter from City of Folsom Fire Marshall, January 5, 2016, is included in **Exhibit 3**.

**Table 2-3: Folsom Heights Fire Flow Standards**

Building	Fire Flow (GPM)	Duration (Hours)	Residual Pressure (PSI) <sup>1</sup>	Source
Residential	1,500	2	20	Folsom Fire Department
Commercial	2,250	4	20	Folsom Fire Department

Note:

1. Residual pressure based on half full reservoir or lowest PRV setting in pressure zone

### 2.3 Calculated Water Demands

**Table 2-4** summarizes the water demands for the Folsom Heights project based on the criteria discussed above. The MDD+FF and PHD scenarios were analyzed by development phase.

As discussed in more detail in **Section 2.4**, the water system requires two pressure zones to meet EID’s design criteria. These two zones are labeled “Lower” (operating at the pressure of the connected EID water distribution network) and “Upper” (which is controlled by the Folsom Heights water booster pump station). Due to the anticipated finished grades and minimum system pressure requirements, only a portion of Phase 1 and Phase 3B will be within the “Lower” pressure zone. Most of Folsom Heights will be located within the “Upper” pressure zone.

**Table 2-4: Folsom Heights Buildout Water Demands by Phase and Pressure Zone**

Phase	Pressure Zone	EDUs	Commercial Acres	Average Day (GPM)	Maximum Day (GPM)	Peak Hour (GPM)	Cumulative Demand (GPM)	
							Maximum Day	Peak Hour
1	Lower	31	-	14	29	63	29	63
1	Upper	104	-	46	96	210	125	273
2	Upper	266	-	117	246	538	371	812
3A	Upper	112	-	49	103	227	474	1,038
3B	Lower	17	-	7	16	34	490	1,073
4 <sup>1</sup>	Upper	-	11.4	20	42	91	531	1,164

Note:

1. Phase 4 includes only Commercial improvements.

## 2.4 Recommended Water System Infrastructure

A hydraulic model was created using Bentley WaterGEMS v8i to develop a preliminary design of the proposed water system. The model incorporated the design criteria discussed above, the latest information from Folsom Heights, and the requirements in the FIL (see **Exhibit 1**). The proposed water system is shown in **Figure 2-1**.

**Table 2-5** summarizes the critical modeling results by phase and operating condition. **Appendix A – Water System Facilities** includes detailed results from the water system hydraulic model and the following information:

- Figures showing the recommended water facilities and the anticipated operating pressures under PHD flows for each Folsom Heights development phase.
- Table of water demands evaluated in the water model.
- Tables of hydraulic details for pipes and nodes included in the water model (discretized by pressure zone for each Folsom Heights development phase).

### 2.4.1 Water Pressure Zones

In order to meet EID’s design criteria for pressure, only a portion of Phase 1 and Phase 3B can be served without boosting the existing water system pressures. Most of Phase 1 and the subsequent phases will require pumping to meet EID’s minimum pressure standards. Therefore, two pressure zones are recommended for Folsom Heights:

- Lower Pressure Zone: Maximum HGL at Elevation 792 feet
- Upper Pressure Zone: Maximum HGL at Elevation 875 feet

The location of the Lower and Upper pressure zones are shown in **Figure 2-1**. The Lower pressure zone will be supplied from the connections to the existing EID water distribution piping at Prima Drive and White Rock Road. The proposed water booster pump station will supply the Upper pressure zone. Check valves will be located on the discharge of each booster pump.

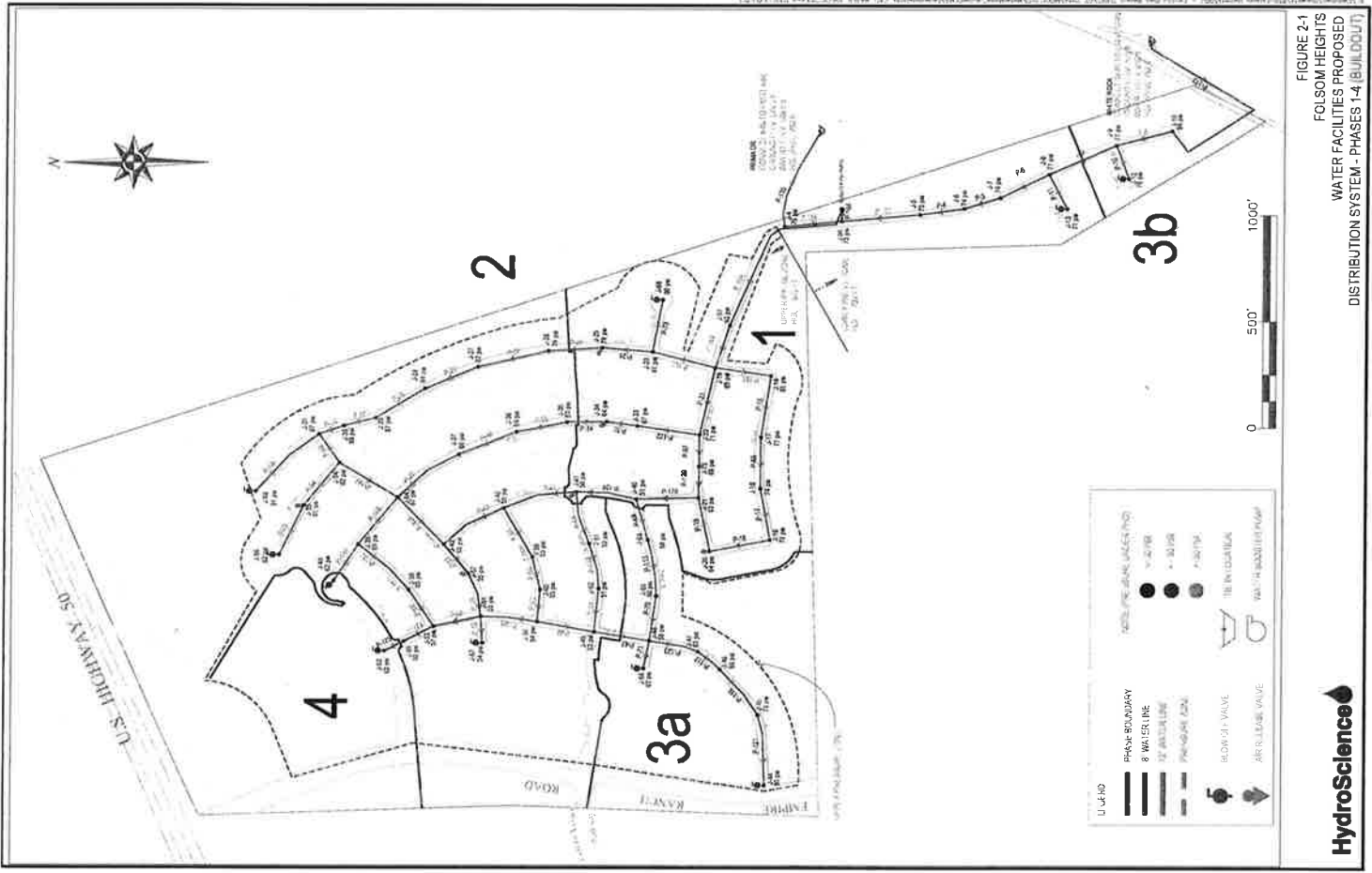
**Table 2-5: Water System Operations Summary**

Phase	Operating Condition	Lower Pressure Zone			Upper Pressure Zone		
		Minimum Pressure (PSI @ Node #)	Maximum Pressure (PSI @ Node #)	Maximum Velocity (FPS @ Pipe #)	Minimum Pressure (PSI @ Node #)	Maximum Pressure (PSI @ Node #)	Maximum Velocity (FPS @ Pipe #)
1	Peak Hour Demand	71 @ J-13	84 @ J-10	0.7 @ P-135	50 @ J-40	90 @ J-97	0.6 @ P-169
	Maximum Day + Fire Flow	62 @ J-13	76 @ J-10	7.8 @ P-168	20 @ J-40	66 @ J-97	7.8 @ P-169
2	Peak Hour Demand	71 @ J-13	84 @ J-10	2.1 @ P-135	50 @ J-41	91 @ J-97	2.0 @ P-169
	Maximum Day + Fire Flow	64 @ J-13	78 @ J-10	5.5 @ P-168	20 @ J-62	65 @ J-97	5.5 @ P-169
3	Peak Hour Demand	71 @ J-13	84 @ J-10	2.8 @ P-135	50 @ J-41	91 @ J-97	2.7 @ P-169
	Maximum Day + Fire Flow	64 @ J-13	78 @ J-10	5.2 @ P-168	20 @ J-62	65 @ J-97	5.2 @ P-169
4	Peak Hour Demand	71 @ J-13	84 @ J-10	3.0 @ P-135	50 @ J-41	92 @ J-97	2.9 @ P-169
	Maximum Day + Fire Flow	65 @ J-13	78 @ J-10	4.5 @ P-168	20 @ J-40	62 @ J-97	4.5 @ P-169

Notes:

1. Under PHD conditions, the Lower Pressure Zone minimum pressure is 40 PSI and the Upper Pressure Zone minimum pressure is 50 PSI.
2. Under MDD+FF conditions, the water system must maintain a minimum system pressure of 20 PSI.
3. The maximum system pressure is 90 PSI.
4. The maximum velocity is limited to 10 FPS in the hydraulic model evaluation.





#### 2.4.2 Water Booster Pump Station (BPS)

This booster pump station will be sized to deliver both domestic and fire flows, which are discussed **Sections 2.2** and **2.3** above. With each phase, the water system is expanded, water demands are added, and the water booster pump station must continue to meet minimum pressures. Therefore, the following approach was considered for the booster pump station operation:

- Booster pump station will receive flows from both the Prima Drive and White Rock Road water connections. The recommended location for the booster pump station is adjacent to intersection of Prima Drive and "D" Drive as shown in **Figure 2-1**.
- Flows from the booster pump station will be delivered into a closed system that serves the Upper Pressure Zone.
- Booster pump station ultimate capacity must meet buildout PHD and MDD+FF operating conditions.
- During Phase 1, lowest water demands are anticipated. Therefore, install pumping equipment to meet only Phase 1 PHD and MDD+FF (residential) operating conditions.
- Add pumping capacity to meet each subsequent phase's water demands and continue to meet EID's minimum pressure requirements.
- Building footprint based on ultimate pumping capacity needed to meet water demands and pressures under buildout conditions.
- Booster pump station site will be granted to EID in fee. All necessary easements will be granted prior to improvement plan approval.

Ultimately, the booster pump station must be capable of delivering flows to meet the following buildout conditions:

- PHD (Low-Flow): 1,067 gpm at 38 psi
- MD + Commercial FF (High-Flow): 2,739 gpm at 28 psi

The pump station will be designed with space and other accommodations for the buildout number of pumps. However, not all pumps will be needed in the initial phases of the development. Since the normal peak flows during Phase 1 are significantly lower, a smaller capacity low flow pump is recommended to provide better operating efficiency during the initial phase of development. After Phase 2 is completed, higher normal peak flows are anticipated. Therefore, replacement of the initial low flow pumps with higher capacity low flow pumps are recommended. **Table 2-6** summarizes the number of pumps needed in each Phase.

**Table 2-6: Water Booster Pumps by Phase**

Phase	Type/Number of Pumps	Demand Scenario	Demand (GPM)	Flow per Pump (GPM)	Duty Capacity (GPM)	Pump Head (FT)	Comments
1	Low Flow Pumps: 2 (1 duty and 1 standby)	PH	211	211	211	77	New pumps sized to meet Phase 1 PHD in upper zone.
	High Flow Pumps: 2 (2 duty)	MDD+FF	1592	975	1950	65	New pumps needed to meet MDD+FF in upper zone.
1 and 2	Low Flow Pumps: 3 (2 duty and 1 standby)	PH	749	375	750	90	Replace both pumps with new higher capacity pumps to meet PHD demands in upper zone.
	High Flow Pumps: 2 (2 duty)	MDD+FF	1844	975	1950	65	Both existing pumps needed to meet MDD+FF in upper zone.
1, 2, 3A, and 3B	Low Flow Pumps: 4 (3 duty and 1 standby)	PH	976	375	1125	90	Add third duty pump (match existing capacity) to meet PHD in upper zone.
	High Flow Pumps: 2 (2 duty)	MDD+FF	1947	975	1950	65	Both existing pumps needed to meet MDD+FF in upper zone
Buildout	Low Flow Pumps: 4 (3 duty and 1 standby)	PH	1067	375	1125	90	Three existing pumps to meet PHD in upper zone
	High Flow Pumps: 3 (3 duty)	MDD+FF	2739	975	2925	65	Add third pump (match existing capacity) to meet MDD+FF commercial in upper zone

To meet the range of flow demands, variable frequency drives (VFDs) are recommended for each booster pump type. Information on the water booster pumps are included in **Appendix B**. Since EID has used the Grundfos BoosterpaQ system previously, the application of this type of pump configuration was investigated for Folsom Heights. Unfortunately, Grundfos does not have a standard package system for the high flow pumps recommended. Therefore, a conventional BPS arrangement is recommended. Development of a preliminary design for the pump station is not required in the FPR. Instead, EID requires development of a Basis of Design Report (BODR) to further evaluate the pump station equipping and layout.

## SECTION 3 – SEWER

The proposed on-site sewer facilities are based on EID's July 1999 Sewer Design Standards, the latest land use information from Folsom Heights, and sewer hydraulic modeling.

### 3.1 Wastewater Design Criteria

This section describes the design criteria used to develop new sewer facilities for the Folsom Heights development.

The design criteria used for the sewers is based on the EID sewer design standard criteria and is listed in **Table 3-1**. The average dry weather flow (ADWF) was calculated based on the unit flow per EDUs. The peak wet weather flow (PWWF) was calculated by multiplying the ADWF by a peaking factor (PF). EID Design Standard PF is 4. However, EID requested that a PF of 5 be used based on the 2013 EID Wastewater Facilities Master Plan (WWFMP), which used actual flow data for the El Dorado Hills area to calculate peaking factors. The WWFMP calculated peaking factors ranging from 3 to approximately 5 for the Stonebriar Lift Station (LS) service area.

**Table 3-1: Sewer Design Criteria**

Criteria	Value
ADWF Residential Unit Flow Factor	240 gpd/EDU
ADWF Commercial Unit Flow Factor	500 gpd/Ac
PWWF Peaking Factor (PF), ADWF x PF = PWWF	5 <sup>1</sup>
Minimum Cover <sup>2</sup>	4 feet
Manning's "n"	0.013
Minimum Diameter	6-inches
Minimum Slope (for flows based on 33 EDUs or less)	0.015
Maximum Slope	0.19
Maximum d/D Ratio (for 6-inch pipe diameter)	0.50
Maximum d/D Ratio (all other pipe diameters)	0.67
Minimum Velocity (for pipes with at least 34 EDUs)	2 fps
Maximum Velocity	10 fps

Notes:

1. EID Design Standard PF is 4. However, EID requested that a PF of 5 be used based on the 2013 EID Wastewater Facilities Master Plan (WWFMP).
2. Minimum cover per EID Standards is 3 ft. However, Section 3.4 of the EID Sewer Design & Construction Standards requires that pipes be designed for an H2O live load. The effects of H2O live load are minimal at depths greater than 4 feet.

### 3.2 Wastewater Flows

This section describes the flows that were used to evaluate existing facilities and develop new sewer facilities. The new facilities are the "On-Site" sewer improvements and the existing facilities are the "Off-Site" sewer improvements discussed below.

The wastewater flows are based on the Folsom Heights land use plan and are summarized below in **Table 3-2** by phase. The development of these flows is discussed in this section.

**Table 3-2: Wastewater flow Summary**

Phase	Land Use	Acres	Phase Dwelling Units (EDU)	Unit Flow (GPD)	Unit Flow per	ADWF (GPD)	PWWF FACTOR	PWWF (GPD)
Phase 1	Single Family Residential	N/A	135	240	EDU	32,400	5	162,000
Phase 2	Single & Multi-Family Residential	N/A	266	240	EDU	63,840	5	319,200
Phase 3 <sup>2</sup>	Single & Multi-Family Residential	N/A	129	240	EDU	30,960	5	154,800
Phase 4	Commercial	11.4	N/A	500	AC	5,700	5	28,500
<b>Total</b>		<b>11.4</b>	<b>530</b>			<b>132,900</b>		<b>664,500</b>

Notes:

1. GPD = Gallons per day
2. Phase 3 is a combination of Phases 3A and 3B, which are two separate sewer systems. Phase 3A has 112 EDUs located on the southwest side of Folsom Heights. Phase 3B has only 17 EDUs located on the furthest southeast end of the development.

### 3.3 On-Site Sewer Improvements

The proposed on-site sewer facilities were designed using sewer hydraulic modeling with Bentley SewerCAD v8i.

#### 3.3.1 Sewer System

The proposed on-site sewer system for the Folsom Heights development includes piping that ranges from 6-inch to 8-inch gravity sewer pipes and 4-inch pressure pipes. **Figure 3-1** shows the proposed buildout sewer system with Phases 1 through 4 constructed and includes two lift stations and two force mains. The sewer system is designed to meet EID's sewer design standard criteria under buildout (i.e., Phase 4) PWWF conditions. The depth (inverts) of the sewer system ranges between 4.5 and 16.0 feet. Detailed information on the proposed onsite sewer facilities is included in **Appendix C**.



### 3.3.2 Proposed Lift Stations for Zone 3A and 3B

Due to the topography of the Folsom Heights development, two lift stations are required to deliver flows to the existing Stonebriar LS. These lift station locations are shown in **Figure 3-1** and described below.

- Phase 3A Lift Station will be located at the junction of E Drive and Empire Ranch Road. The force main from this lift station will terminate at manhole SSMH-40 located near the intersection of L Drive and N Drive. SSMH-40 will be installed during Phase 2.
- Phase 3B Lift Station will be located at the most southern end of D Drive. The force main from this lift station will terminate at manhole SSMH-8 located near the intersection of Court 2 and D Drive. SSMH-8 will be installed during Phase 1.

**Table 3-3** lists the design flow and total discharge pressure head required at each lift station. Each lift station will include one duty and one standby pump to deliver flows through 4-inch force mains that discharge into the closest gravity manhole in Phases 1 or 2 as listed in **Table 3-3** and shown on **Figure 3-1**.

**Table 3-3: Recommended On-site Lift Station Flow and Head Requirements**

Lift Station	Influent Flow <sup>1</sup> (GPM)	EDUs	Design Flow <sup>2</sup> (GPM)	Total Head (Feet)	Discharge Manhole
Phase 3A	95	113	110	80	MH-40
Phase 3B	14	16	80	41	MH-8

Notes:

1. Based on PWWF conditions.
2. Design pumping rate from one duty pump.

These lift stations will include heavy-duty non-clog submersible-type pumps with one duty and one stand-by installed within circular wet wells similar to other EID lift stations. Each lift station site will require a minimum footprint of 30 feet by 60 feet. The on-site sewer lift station information is included in **Appendix D**.

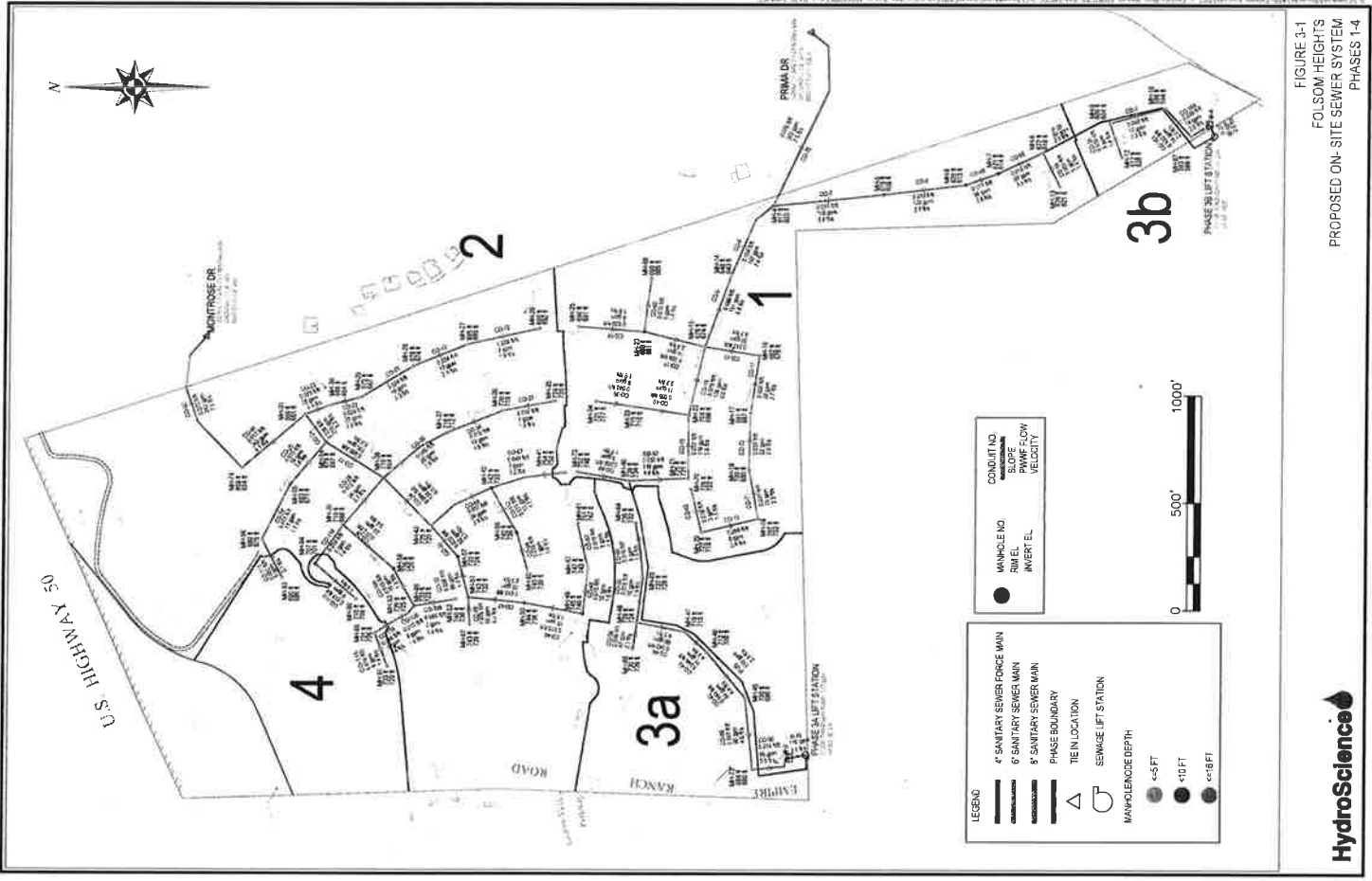


FIGURE 3-1  
 FOLSOM HEIGHTS  
 PROPOSED ON-SITE SEWER SYSTEM  
 PHASES 1-4



### 3.4 Off-Site Sewer Improvements

Sewer flows from the Folsom Heights development will be conveyed to the existing Stonebriar LS through existing 8-inch to 15-inch gravity sewer pipes that run north to south along Stonebriar Drive. The Stonebriar LS flow is tributary to the El Dorado Hills Wastewater Treatment Plant. The Stonebriar Drive gravity sewer was evaluated using Manning's equation to determine if adequate capacity is available to accommodate all the additional flows from Folsom Heights.

The existing gravity sewer is approximately 4,049 linear feet (LF) long as shown in **Figure 3-2**. There are nineteen manholes between the terminal upper pipe (at Montrose Court) and the Stonebriar LS. There are two tie-in locations for the Folsom Heights sewers: the "North Sewer" and the "East Sewer." The "North Sewer" pipe is assumed to enter at SSMH 10 (intersection with Montrose Drive) and the "East Sewer" pipe is assumed to enter at SSMH 3 (intersection with Prima Drive) also shown on **Figure 3-2**.

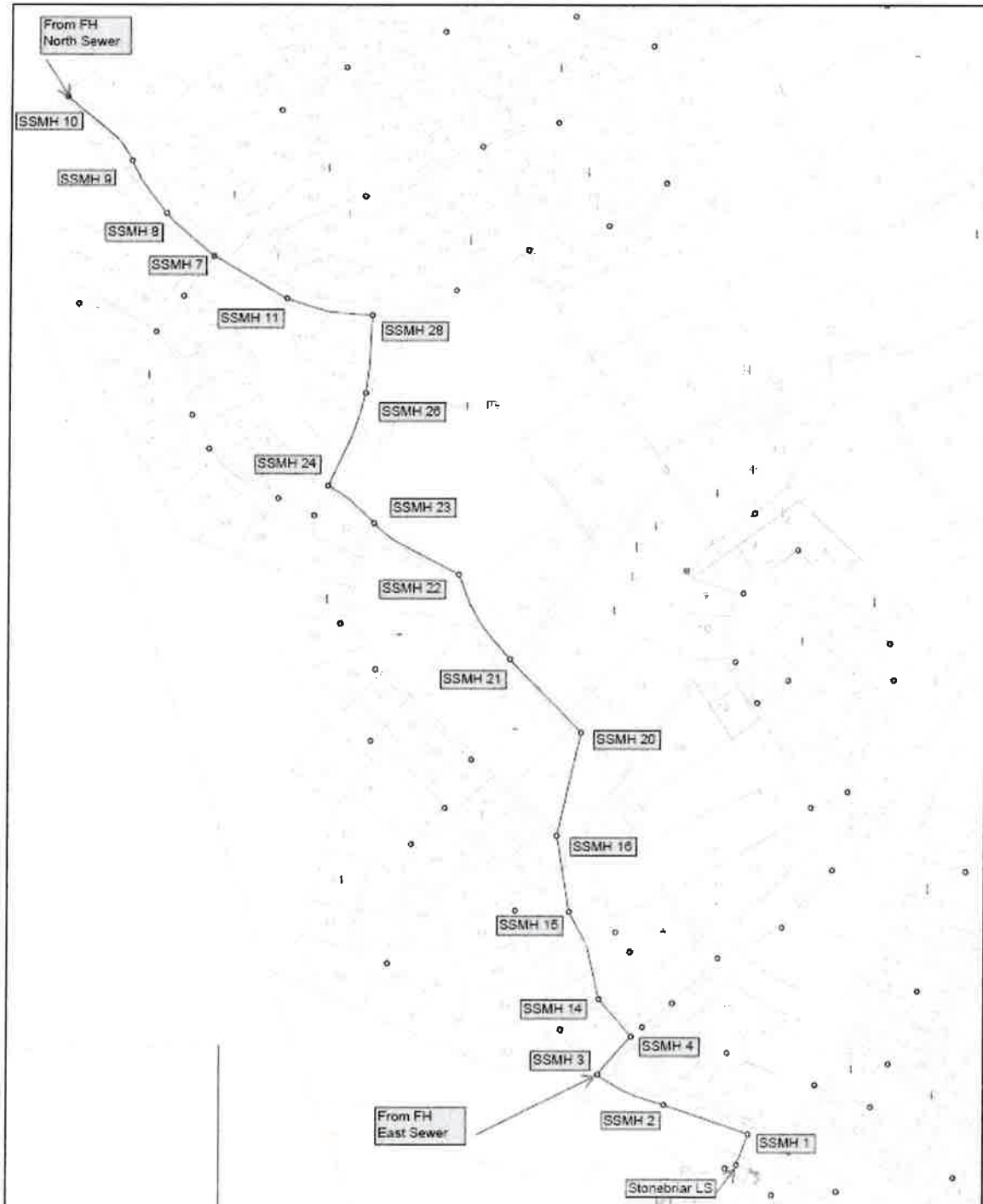
A detailed description of this evaluation is included in the *Folsom Heights Project Conceptual Design Report – Off-site Sewer Improvements Report* (Off-site Sewer Report), which is included in **Appendix E**. This report concluded that there is sufficient capacity in the existing gravity sewer to accommodate all Folsom Heights flow.

An analysis of the downstream Stonebriar LS, discussed below, and the corresponding 8-inch force main were also discussed in the *Off-site Sewer Report*. The existing 8-inch force main remains below the required maximum velocity and design pressure with the additional flows from Folsom Heights. However, the 6-inch discharge piping at the Stonebriar LS needs to be replaced prior to the development of Phase 3 so that the maximum velocity remains below 8 fps.

#### 3.4.1 Stonebriar Lift Station Improvements

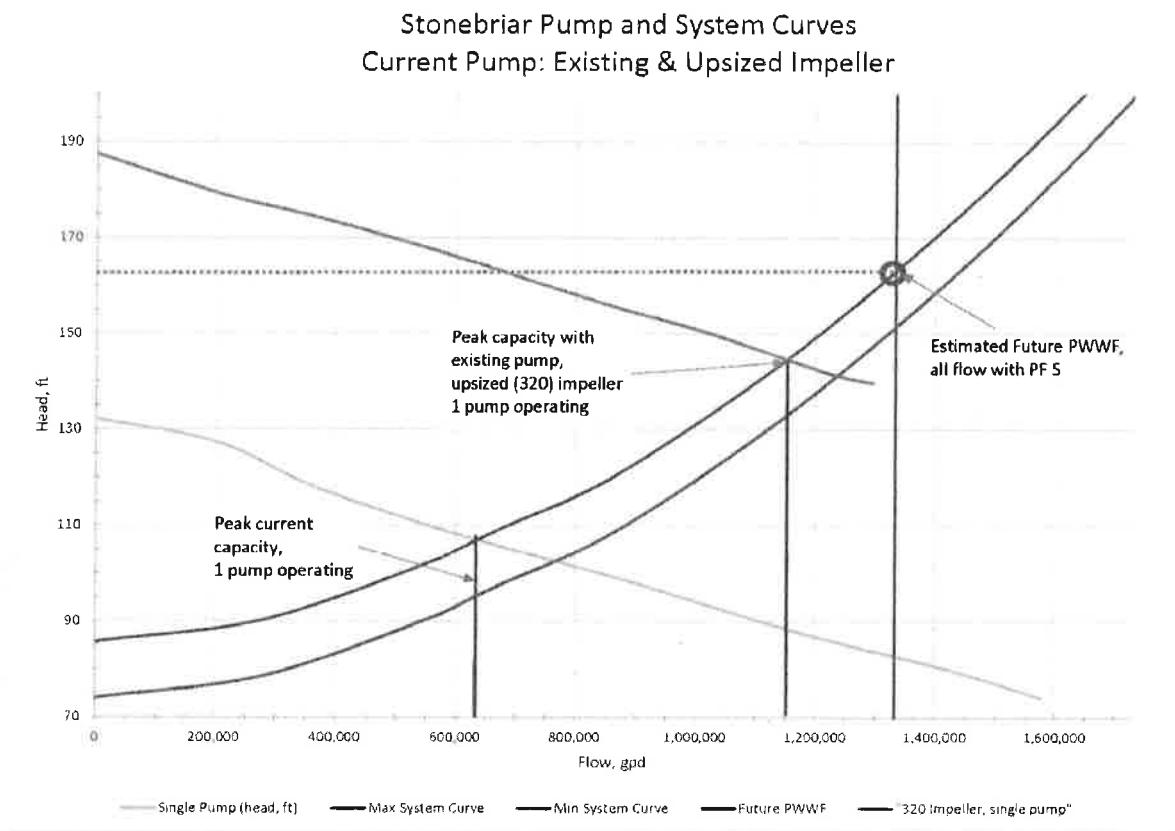
The Stonebriar LS is located on White Rock Road just south of Berkshire Drive. The Stonebriar LS was last modified in 1999 and consists of a cylindrical concrete wet well with two ABS (now Sulzer Pump) 58-horsepower (HP) submersible pumps. There is one standby pump and one duty pump. Both pumps discharge into a 6-inch force main that manifolds into a common 8-inch force main. As part of the Phase 1 submittals, a BODR will be required for the Stonebriar Lift Station Improvements.

Figure 3-2: Stonebriar Subdivision Gravity Sewer



A pump curve and system curves were created to evaluate existing pump capacity. The "Max System Curve" represents the sewer operation when the wet well level is low (maximum static head) and the "Min System Curve" represents the sewer operation when the wet well level is high (minimum static head). The Max System Curve is used to establish the design head requirement. The Min Curve is used to estimate how much flow can be pumped when the wet well level is high. EID is currently evaluating upsizing the impeller of the existing pumps to accommodate flows from the EDS 23 development. A curve showing a larger impeller (320 mm), the existing pump curve, and the system curves are shown on **Figure 3-3**.

**Figure 3-3: Existing Pump, Upsized Impeller Pump, and System Curves**



As shown in **Figure 3-3**, the existing pumping capacity is approximately 630,000 GPD for one duty pump with the current impeller and 1,150,000 GPD with an upsized impeller. The maximum impeller that crossed the system curve (based on information from the pump manufacturer) was the 320 mm impeller. **Table 3-4** summarizes the available capacity of the existing Stonebriar LS under the current and projected future PWWF conditions.



**Table 3-4: Stonebriar LS Hydraulic Capacity Summary (flows in GPD)**

		Current Pump Capacity	Upsized Impeller Capacity
Current Stonebriar LS Pumping Capacity <sup>1</sup>		630,000	1,150,000
Sewer Flow Conditions	Projected Flows <sup>2</sup>	Available/(Needed) LS Capacity	Available/(Needed) LS Capacity
Current PWWF, PF 4	554,880	75,120	595,120
Current PWWF, PF 5	693,600	(63,600)	456,400
Future PWWF, Phase 1&2, PF 4	939,840	(309,840)	210,160
Future PWWF, Phase 1&2, PF 5	1,174,800	(544,800)	(24,800)
Future PWWF, Phase 1-3, PF 4	1,063,680	(433,680)	86,320
Future PWWF, Phase 1-3, PF 5	1,329,600	(699,600)	(179,600)
Future PWWF, Phase 1-4, All FH, PF 4	1,086,480	(456,480)	63,520
Future PWWF, Phase 1-4, All FH, PF 5	1,358,100	(728,100)	(208,100)

Notes:

1. Current Stonebriar LS pumping capacity based on where existing pump curve cross the system curves.
2. Projected flows to Stonebriar LS includes sewer flows from the Folsom Heights development
3. Sewer flow conditions were considered for both a PF of 4 (EID sewer design standard criteria) and PF of 5 (as requested by EID).

To accommodate all phases of the Folsom Heights development (buildout conditions), the calculated design pump flow and pressure head required from the Stonebriar LS is approximately 1,300,000 GPD (about 930 gpm) and 165 feet total head. The following pumping capacity improvements at the existing Stonebriar LS are recommended:

- Replace the existing pumps with higher capacity pumps to achieve the higher pump flow and pressure head required to accommodate buildout conditions.
- The preliminary recommended pump replacement is the single duty pump Flygt pump NP 3202 HT. This is coincidentally the same size Flygt pump that is currently designed for EID's Bridlewood Canyon LS, which would be useful for ease of maintenance.

The recommended improvements to the Stonebriar LS are discussed in further detail in the Folsom Heights Project *Conceptual Design Report – Off-site Sewer Improvements* included in **Appendix C**.

### **3.5 Sewer System Summary**

Using a hydraulic model, the proposed sewer system shown in **Figure 3-1** meets the EID sewer design standard criteria and also complies with the requirements in the FIL dated February 2016. The modeling results show that the on-site proposed sewer system has adequate hydraulic capacity to serve 530 EDUs and the proposed commercial in Phase 4 (11.4 acres) under PWWF conditions. The designed improvements include two sewer lift stations: one to accommodate Phase 3A flows and the second to accommodate the Phase 3B flows.

The hydraulic model evaluated all sewer flows from the Folsom Heights development to be served by the existing Stonebriar LS. The off-site gravity sewer system was evaluated and confirmed to have acceptable hydraulic capacity to accommodate flows from the existing sewer service area and all phases on the Folsom Heights development. For the Stonebriar LS, hydraulic capacity improvements are recommended and are discussed in detail in the Off-Site Sewer Conceptual Design Report included in **Appendix E**.

All necessary easements will be granted prior to improvement plan approval. The sewer lift station sites will be granted to EID in fee.

**EXHIBIT 1**  
**Folsom Heights**  
**Facility Improvement Letter**



## El Dorado Irrigation District

Letter No.: EEO 2016-0215

February 29, 2016

VIA FIRST-CLASS MAIL

Bob Robinson  
Folsom Heights LLC  
5001 Birch Street #27  
Newport Beach, CA 92660

Subject: Facility Improvement Letter (FIL), Folsom Heights  
Assessor's Parcel No.: 072-070-01, 23 & 072-270-28 (Folsom/EDH)

Dear Mr. Robinson:

This letter is in response to your request dated January 14, 2016 and is valid for a period of three years. If a Facility Plan Report (FPR) for this project is not submitted to El Dorado Irrigation District (EID or District) within three years of the date of this letter, a new Facility Improvement Letter will be required.

Design drawings for your project must be in conformance with the District's *Water, Sewer and Recycled Water Design and Construction Standards*.

This project consists of 402 single family residential lots, 128 multifamily units and a commercial development on 189.7 acres. Water service, sewer service, private fire service and fire hydrants are requested. The property is within the District boundary.

This letter is not a commitment to serve, but does address the location and approximate capacity of existing facilities that may be available to serve your project.

### **Assessment District No. 3**

Assessment District No. 3 (AD3) was established to provide water and sewer facilities to serve the El Dorado Hills area. The property is in AD3 and currently has an allotment of 25 equivalent dwelling units (EDUs) of water and sewer service, which is not sufficient to serve the proposed development.

### **Water Supply**

As of January 1, 2015, there were approximately 4,088 equivalent dwelling units (EDUs) of water supply available in the El Dorado Hills Water Supply Region. Your project as proposed on this date would require 522 EDUs of water supply.

### **Water Facilities**

The Folsom Fire Department has determined that the minimum fire flow for the residential portion of this project is 1,500 GPM for a two-hour duration while maintaining a 20-psi residual



pressure. The commercial portion of this project will require a minimum fire flow of 2,250 GPM for a four-hour duration while maintaining a 20-psi residual pressure. According to the District's hydraulic model the existing system can deliver the required fire flow.

In order to receive service and provide this fire flow, you must construct a looped water line extension connecting to as many adjacent facilities as possible. There is a 10-inch water line stub located to the east of your project in the Stonebriar Phase 2 subdivision and also a six-inch water line stub located off of Stonebriar Drive. You must also connect to the 12-inch water line located in Carson Crossing Drive that was constructed as part of the Euer Ranch subdivision; currently the El Dorado Springs 23 project is proposing a connection to this line as well. See the attached system map. Specific fire flow requirements for each proposed land use, and phase of construction, must be addressed in the FPR.

The hydraulic grade line for the existing water distribution facilities is 820 feet above mean sea level at static conditions and 780 feet above mean sea level during fire flow (2,250 GPM) and maximum day demands. Based on information provided with the FIL application, it appears a portion of the proposed project is at an elevation higher than what can be served by these available facilities. The FPR shall evaluate operating pressures at proposed building pads, and present means to boost pressures to meet State and EID minimum pressure requirements.

The flows and pressures predicted above were developed using a computer model, and not an actual fire flow test.

#### **Sewer Facilities**

Several gravity sewer lines are located in the adjacent Stonebriar Phase 2 subdivision and were designed with some capacity for the Folsom Heights project. The gravity lines discharge to a sewage lift station located near the intersection of Stonebriar Drive and White Rock Road which pumps into an eight-inch sewer force main in White Rock Road. The lift station, the eight-inch force main and all gravity sewer mains in Stonebriar Unit 2 that would be used to convey wastewater from your proposed development will need to be assessed for available capacity and required upgrades in the FPR. At a minimum it is anticipated upgrades to the lift station will be required in order to serve the project.

The force main discharges into the 18-inch El Dorado Hills Boulevard (EDHB) trunk gravity sewer line in the vicinity of White Rock Road and Post Street. Several sections of the 18-inch gravity sewer do not appear to have adequate capacity to serve this project. These sections of the EDHB Trunk sewer have been identified for potential upsizing in the District's current Wastewater Facilities Master Plan. These potential improvements are currently being researched and are included in the District's current five-year Capital Improvement Plan (CIP), subject to approval of future funding and construction. There are six-inch gravity sewer mains in the vicinity of White Rock Road and Windfield Way that discharge into a different trunk sewer system that does have available capacity, however several section would need to be upsized in order to handle the flows from your project (in addition to diverting the force main to this gravity line).

Your project as proposed on this date would require 508 EDUs of sewer service.





### **Facility Plan Report**

An FPR will be required for this project. The FPR shall address the expansion of the water and sewer facilities, and the specific fire flow requirements for all phases of the project. A meeting to discuss the content of the report will be required. Please contact this office to arrange the meeting. A preliminary utility plan, prepared by your engineer, must be brought to the meeting. Given this project crosses county lines, a meeting with the City of Folsom will also be required.

Two copies of the FPR will be required along with a \$2,000.00 deposit. You will be billed for actual time spent in review and processing of your FPR. Please submit the FPR and fee to our Customer and Development Services Department. Enclosed is the FPR description and transmittal form for your use. The items listed under content in the description and the completed transmittal form must be bound in each copy of the FPR.

### **Easement Requirements**

Proposed water lines, sewer lines and related facilities must be located within an easement accessible by conventional maintenance vehicles. When the water lines or sewer lines are within streets, they shall be located within the paved section of the roadway. No structures will be permitted within the easements of any existing or proposed facilities. The District must have unobstructed access to these easements at all times, and does not generally allow water or sewer facilities along lot lines.

Easements for any new District facilities constructed by this project must be granted to the District prior to District approval of water and/or sewer improvement plans, whether on-site or off-site. In addition, due to either nonexistent or prescriptive easements for some older facilities, any existing on-site District facilities that will remain in place after the development of this property must also have an easement granted to the District.

### **Environmental**

The County is the lead agency for environmental review of this project per Section 15051 of the California Environmental Quality Act Guidelines (CEQA). The County's environmental document should include a review of both off-site and on-site water and sewer facilities that may be constructed by this project. You may be requested to submit a copy of the County's environmental document to the District if your project involves significant off-site facilities. If the County's environmental document does not address all water and sewer facilities and they are not exempt from environmental review, a supplemental environmental document will be required. This document would be prepared by a consultant. It could require several months to prepare and you would be responsible for its cost.

### **Summary**

Service to this proposed development is contingent upon the following:

- The availability of uncommitted water supplies at the time service is requested;
- Approval of the City's environmental document by the District (if requested);
- Approval of an extension of facilities application by the District;
- Approval of a Facility Plan Report by the District;
- Executed grant documents for all required easements;
- Approval of facility improvement plans by the District;



- Construction by the developer of all on-site and off-site proposed water and sewer facilities;
- Acceptance of these facilities by the District; and
- Payment of all District connection costs.

Services shall be provided in accordance with El Dorado Irrigation District Board Policies and Administrative Regulations, as amended from time-to-time. As they relate to conditions of and fees for extension of service, District Administrative Regulations will apply as of the date of a fully executed Extension of Facilities Agreement.

If you have any questions, please contact Marc Mackay at (530) 642-4135.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Brink', written over a horizontal line.

Michael J. Brink, P.E.  
Supervising Civil Engineer

MB/MM:at

Enclosures: System Map  
FPR Guidelines and transmittal

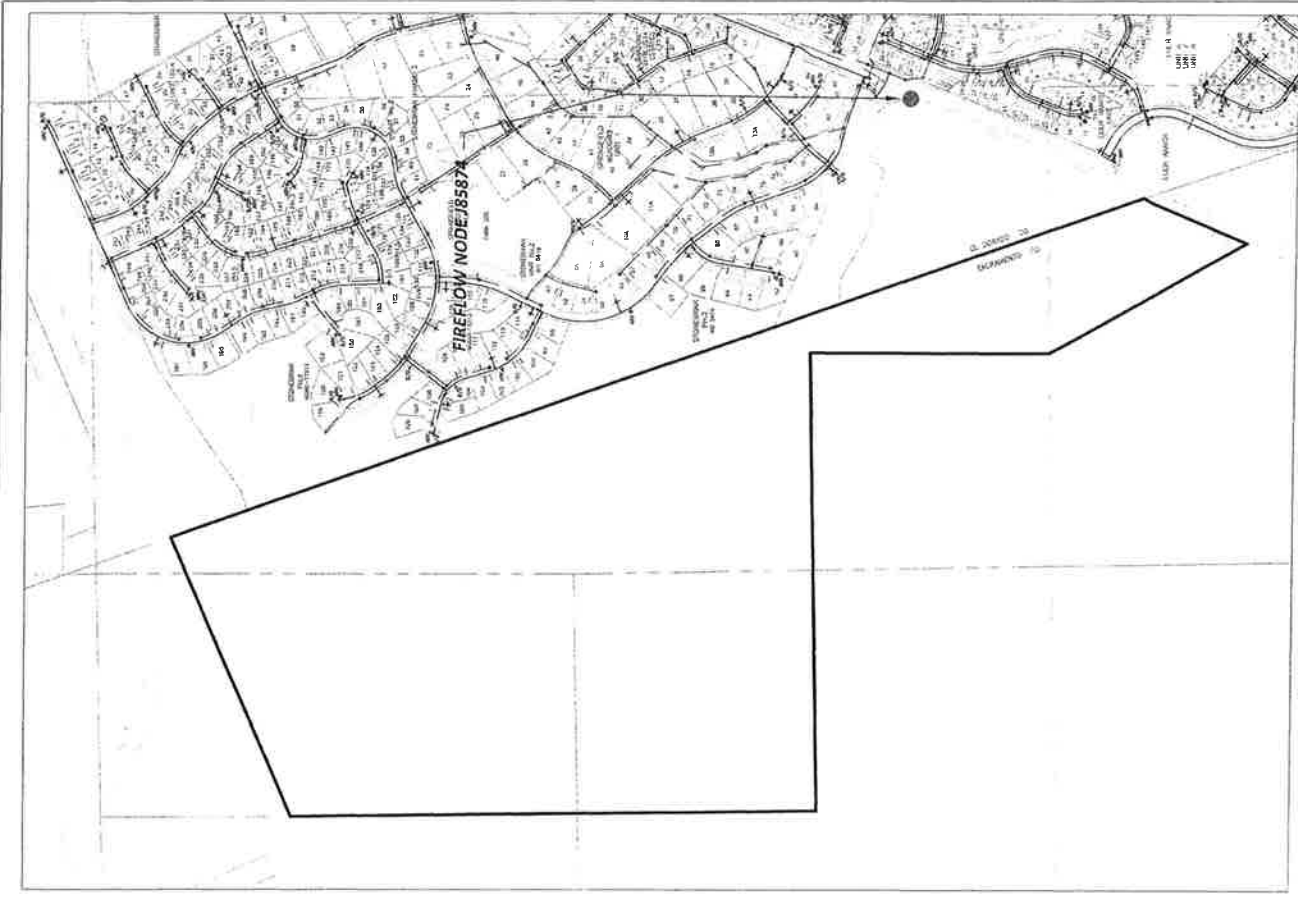
cc w/ System Map:

Chad Wilson, Division Chief, Admin & Prevention  
City of Folsom Fire Department  
535 Glen Drive  
Folsom, CA 95630

Steve Smith  
MacKay & Soms Engineers  
4120 Douglas Blvd. #306  
Granite Bay, CA 95746-5936

Roger Trout, Director  
El Dorado County Development Services Department  
Via email - roger.trout@edcgov.us

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



DATE: February 26, 2016  
 Folsom Heights  
 APN: 72-0070-001+  
 72-0070-023, 072-0270-028

El Dorado Irrigation District  
 System Map  
 WARNING: For each utility, information only.  
 Exact pipe location must be field verified.  
 WATERLINE  
 SEWERLINE



Scale: 1" = 500'



# FOLSOM FIRE DEPARTMENT

535 Glenn Drive Folsom, CA 95630  
Office (916) 984-2280 Fax (916) 984-7081  
[www.folsom.ca.us](http://www.folsom.ca.us)



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

January 5, 2016

Clay Loomis  
Folsom Heights, LLC  
3001 Douglas Blvd. #306, Suite 320  
Granite Bay, CA 95745

Re: Folsom Heights Project Fire Flow Requirements

Dear Mr. Loomis:

This letter is in response to your request to the City of Folsom Fire Department to provide fire flow requirements for the proposed Folsom Heights Project located in the City of Folsom's South Specific Plan Area.

Your project team has worked to determine current building design assumptions to account for future development options, and has provided the following building information for structures with the largest fire-flow demands within the proposed Folsom Heights project.

The proposed general commercial and multi-family portions of the project will use structures with automatic fire sprinkler systems constructed with the following fire-flow calculation areas and construction type's classifications.

<u>Type of Construction</u>	<u>Fire-Flow Calculation Area</u>
Type IIA and IIIA	103,100 square feet
Type IV and V-A	66,000 square feet
Type IIB and IIIB	47,700 square feet
Type V-B	29,300 square feet

**The required fire flow for the proposed general commercial portion of the project is determined to be 2,250 GPM at a 20 PSI residual pressure with a flow duration of 4 hours.**

The proposed residential one- and two-family dwellings portion of the project will use structures with automatic fire sprinkler systems constructed with a maximum fire-flow calculation area of 11,300 square feet of Type V-B construction.

---

Working Together to Provide Superior Services in a Safe, Thorough and Efficient Manner.

November 16, 2006

Page 2 of 2

**The required fire flow for the proposed residential one- and two-family dwellings portion of the project is determined to be 1,500 GPM at a 20 PSI residual pressure with a flow duration of 2 hours.**

Any changes to the information provided may result in changes to the fire flow requirements. If there should be any questions regarding these comments please do not hesitate to contact me at (916) 984-2870 or [chwilson@folsom.ca.us](mailto:chwilson@folsom.ca.us).

Sincerely,



Chad Wilson  
Division Chief, Admin & Prevention  
City of Folsom Fire Department



**EXHIBIT 4**  
Folsom Heights  
Water & Sewer Service Letter



## El Dorado Irrigation District

Letter No.: EEO2016-1535

December 21, 2016

VIA FIRST-CLASS MAIL

Bob Robinson  
Folsom Heights LLC  
5001 Birch Street #27  
Newport Beach, CA 92660

Subject: Folsom Heights - Sewer and Water Service Letter  
Assessor's Parcel No.: 072-0070-001, 072-0070-023 & 072-0270-028 (Folsom)

Dear Mr. Robinson:

El Dorado Irrigation District (District) is sending this letter related to water and sewer service in connection with the proposed Folsom Heights project. The proposed project consists of approximately 402 single family residential lots, 128 multifamily units and a commercial development on 189.7 acres. Water service, sewer service, private fire service, and fire hydrants are requested. The property is within the District boundary.

As of January 1, 2016, there were 20,417 equivalent dwelling units (EDUs) of potable water supply available in the District's El Dorado Hills supply area. The proposed Folsom Heights project, as proposed on this date, would require approximately 522 EDUs of water supply. As of the date of this letter, the District has sufficient water and sewer capacity to serve the proposed Folsom Heights project.

Water and wastewater service will be provided in accordance with District Board Policies and Administrative Regulations, as amended from time-to-time. To be eligible for service, a Facility Plan Report and Improvement Plans must be approved by the District, line extension agreements executed and fees paid, and the project constructed and/or bonded. Water and wastewater services can then be purchased for the project.

If you have any questions, please contact me at (530) 642-4054.

Sincerely,

Michael J. Brink, P.E.  
Supervising Civil Engineer

MB:at

Letter No.: EEO2016-1535  
To: Bob Robinson



December 21, 2016  
Page 2 of 2

cc:

Clay Loomis, Client Representative  
[clay@loomis.ws](mailto:clay@loomis.ws)

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

Steve Banks, Principal Planner  
City of Folsom Community Development Department  
50 Natoma Street  
Folsom, CA 95630

**Attachment 16**

**Environmental Checklist and Addendum  
to the FPASP EIR/EIS**

# Folsom Heights Tentative Map Environmental Checklist and Addendum



April 2017



CITY OF  
**FOLSOM**  
PARKS & RECREATION  
DEPARTMENT

PREPARED FOR:  
Scott A. Johnson, AICP  
Planning Manager  
City of Folsom  
Community Development Department  
50 Natoma Street  
Folsom, CA 95630



# **Folsom Heights Tentative Map**

## **Environmental Checklist and Addendum**

**PREPARED FOR:**

**City of Folsom  
50 Natoma Street  
Folsom, CA 95630**

**CONTACT:**

**Steve Banks, Principal Planner  
(916) 355-7274**

**PREPARED BY:**



**Ascent Environmental, Inc.  
455 Capitol Mall, Suite 300  
Sacramento, CA 95814**

**CONTACT:**

**Amanda Olekszulín  
916.444.7301**

**April 2017**



# **Addendum to the Folsom Plan Area Specific Plan Final Environmental Impact Report for the Folsom Heights Tentative Map**

April 5, 2017  
State Clearinghouse No. 2008092051

## **BACKGROUND AND ACTION TRIGGERING THE ADDENDUM**

This addendum to the Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) for the Folsom South of U.S. Highway 50 Specific Plan Project analyzes the Folsom Heights Tentative Map development in comparison to how this area was analyzed within the EIR/EIS and within the Folsom Heights Specific Plan Amendment Addendum (2016 Addendum). Specifically, this addendum analyzes the subdivision map which includes a phasing plan.

As the lead agency under the California Environmental Quality Act (CEQA), the City of Folsom has determined that, in accordance with Section 15164 of the State CEQA Guidelines, the proposed subdivision map (tentative and final maps) and phasing plan and other changes differ sufficiently from the development scenario described in the Final EIR/EIS for the adopted FPASP to warrant preparation of an addendum, but do not include any new significant effects or increased severity of any previously identified effects to warrant preparation of a subsequent EIR or Negative Declaration, as appropriate, pursuant to Section 15162-15164 of the State CEQA Guidelines.

## **PREVIOUS ENVIRONMENTAL ANALYSES**

The environmental process for the FPASP involved the preparation of the following documents that are relevant to the consideration of the proposed amendment to FPASP for the Folsom Heights Plan Area.

- ▲ Draft EIR/EIS for the Folsom South of U.S. 50 Specific Plan Project, Volumes I-III and Appendices, June 2010;
- ▲ Final EIR/EIS for the Folsom South of U.S. Highway 50 Specific Plan Project, May 2011;
- ▲ CEQA Findings of Fact and Statement of Overriding Considerations for the Folsom South of U.S. Highway 50 Specific Plan Project, May 2011;
- ▲ Mitigation Monitoring and Reporting Program for the Folsom South of U.S. Highway 50 Specific Plan Project, May 2011; and
- ▲ Folsom Heights Specific Plan Amendment Addendum, June 2016.

## **CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES REGARDING AN ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT**

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

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

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
  - (A) The project will have one or more significant effects not discussed in the previous EIR;
  - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
  - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

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

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

This addendum is intended to evaluate and confirm CEQA compliance for proposed amendment to the FPASP, which would be a change relative to what is described and evaluated in the FPASP Final EIR/EIS and 2016 Addendum. This addendum is organized as an environmental checklist, and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the certified Final EIR/EIS, and determine whether such changes were or were not adequately covered in the certified EIR/EIS. This checklist is not the traditional CEQA Environmental Checklist, per Appendix G of the CEQA Guidelines. As explained below, the purpose of this checklist is to evaluate the checklist categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion from the FPASP EIR/EIS. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Statutes Section 21166 and CEQA Guidelines Section 15162, 15163, 15164 and 15168.

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- A Folsom Heights Specific Plan Amendment Addendum, June 2016
- B Updated Transportation Impact Study



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## ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius
°F	degrees Fahrenheit
AB 32	California Global Warming Solutions Act of 2006
APE	Area of Potential Effects
ARB	California Air Resources Board
Area 40	Aerojet Superfund site
ATCM	air toxic control measure
BAC	Bollard Acoustical Consultants
BMP	best management practice
CAA	federal Clean Air Act
CAAQS	California Ambient Air Quality Standard
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH <sub>4</sub>	methane
CNEL	community noise equivalent level
CNG	compressed natural gas
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2e</sub>	CO <sub>2</sub> -equivalent
dB	decibels
diesel PM	diesel-powered engines
DWR	California Department of Water Resources
EID	EI Dorado Irrigation District
EIR/EIS	Environmental Impact Report/Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
FAPA	First Amended Programmatic Agreement
FPASP	Folsom Plan Area Specific Plan
FTA	Federal Transit Administration
GHG	greenhouse gas
GWP	global warming potential
HFC	hydrofluorocarbon
HPMP	Historic Property Management Plan
HVAC	heating, ventilation, and air conditioning
IPCC	Intergovernmental Panel on Climate Change
LAFCo	Sacramento Local Agency Formation Commission
L <sub>dn</sub>	day-night average noise level
LID	low impact development
MMT	million metric tons
MPO	Metropolitan Planning Organization

N <sub>2</sub> O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHTSA	National Highway Traffic Safety Administration
NOA	naturally occurring asbestos
NO <sub>x</sub>	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRC	National Research Council
PA	programmatic agreement
PCE	tetrachloroethene
PFC	perfluorocarbon
PHPS	Preliminary Historic Properties Synthesis
PM <sub>10</sub>	particulate matter with an aerodynamic diameter of 10 micrometers or less
PM <sub>2.5</sub>	particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PPV	peak particle velocity
REC	recognized environmental condition
ROG	reactive organic gas
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
SCS	Sustainable Communities Strategy
SENL	Single-event noise level
SF <sub>6</sub>	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SMAQMD	Sacramento Air Quality Management District
SPA	Specific Plan Amendment
SRCSD	Sacramento Regional County Sanitation District
SRWTP	Sacramento Regional Wastewater Treatment Plant
SVAB	Sacramento Valley Air Basin
SWPPP	storm water pollution prevention plan
TAC	toxic air contaminant
TCE	trichloroethene
TRU	transport refrigeration unit
USACE	U.S. Army Corps of Engineers
VdB	vibration decibels
VOC	volatile organic compound

# 1 INTRODUCTION AND PROJECT HISTORY

On June 28, 2011, the Folsom City Council approved the Folsom Plan Area Specific Plan (FPASP) for development of up to 10,210 residential homes with a range of housing types, styles, and densities along with commercial, industrial/office park, and mixed-use land uses, open space, public schools, parks, and supporting infrastructure. The development would be located on approximately 3,514 acres (Resolution No. 8863). The City and the U.S. Army Corps of Engineers (USACE) prepared a joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the FPASP that evaluated the environmental impacts associated with development of the entire plan area based on the land use and zoning designations identified in the specific plan. The City was the Lead Agency with respect to preparation of the EIR and USACE was the Lead Agency with respect to preparation of the EIS.

The EIR/EIS was prepared at the program “first-tier” level of environmental review consistent with the requirements of California Environmental Quality Act (CEQA) Sections 15152 and 15168. The program-level analysis considered the broad environmental impacts of the overall specific plan. In addition, the EIR/EIS also included a more detailed analysis of specific topic areas beyond the program level, including: Aesthetics; Cultural Resources; Geology, Soils, Minerals, and Paleontological Resources; Hazards and Hazardous Materials; and Land Use Planning and Agricultural Resources. The EIR/EIS acknowledged that development of the FPASP area would occur in multiple phases.

The area proposed for the Folsom Heights development was included within the FPASP and evaluated in the EIR/EIS. On June 28, 2016, the City Council approved an addendum and amendment to the adopted FPASP that reduced the area of general commercial land use in the Folsom Heights plan area and increased the acreage of residential development.

The Folsom Heights Specific Plan Amendment (SPA) was evaluated and it was determined that the entitlements/actions proposed fell within the scope of the certified EIR/EIS and incorporated all applicable performance standards and mitigation measures identified therein. The development is located on the north-eastern edge of the FPASP along the Sacramento County/EI Dorado County line and the site is owned by Folsom Heights, LLC. The previous development application requested an SPA and a General Plan amendment (GPA) and was approved by the City Council in June 2016.

Folsom Heights, LLC has submitted an updated development application which provides additional detail and requests approval of the tentative subdivision map and final subdivision map, including utilities and public service approvals.

Consistent with the process described, the City is evaluating the Folsom Heights application to determine whether this project is consistent with the FPASP and Folsom Heights Specific Plan Amendment and whether and what type of additional environmental review would be required. This environmental checklist has been prepared to determine whether any additional environmental review would be required for the City to consider approval of the development application. This analysis considers whether there are changes proposed in the previously reviewed and approved FPASP or changed environmental conditions that are of sufficient magnitude to result in new or substantially more severe environmental impacts, as compared to those considered in the FPASP EIR/EIS, and whether there is new information of substantial importance showing that new or substantially more severe environmental impacts would occur compared to that evaluated in the FPASP EIR/EIS and Folsom Heights Specific Plan Amendment Addendum. Should this development application not be consistent with the approved FPASP, additional environmental review through the subsequent review provisions of CEQA for changes to previously reviewed and approved projects may be warranted (CEQA Guidelines Sections 15162 through 15164).

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## **2 PROJECT DESCRIPTION**

### **2.1 PROJECT OVERVIEW**

The owners of a portion of the FPASP area known as Folsom Heights have brought forward the next step in their development application, the tentative and final subdivision map. In June 2016, the City Council approved the Folsom Heights General Plan Amendment (GPA) and Specific Plan Amendment (SPA) (Folsom Heights SPA). The currently proposed Folsom Heights Tentative Map project (project) would include a minor modification to the approved Folsom Heights SPA land uses approved in 2016. The project would result in a detailed tentative map for approximately 190 acres located on the northeastern boundary of the FPASP. The proposed application is also substantially consistent with the land uses proposed and approved for this portion of the FPASP.

The proposed tentative map provides more detail than was previously available; however, the proposed land use types would be the same as that approved within the FPASP and SPA. No increases in the number of dwelling units from that approved under the FPASP would occur.

### **2.2 PROJECT LOCATION**

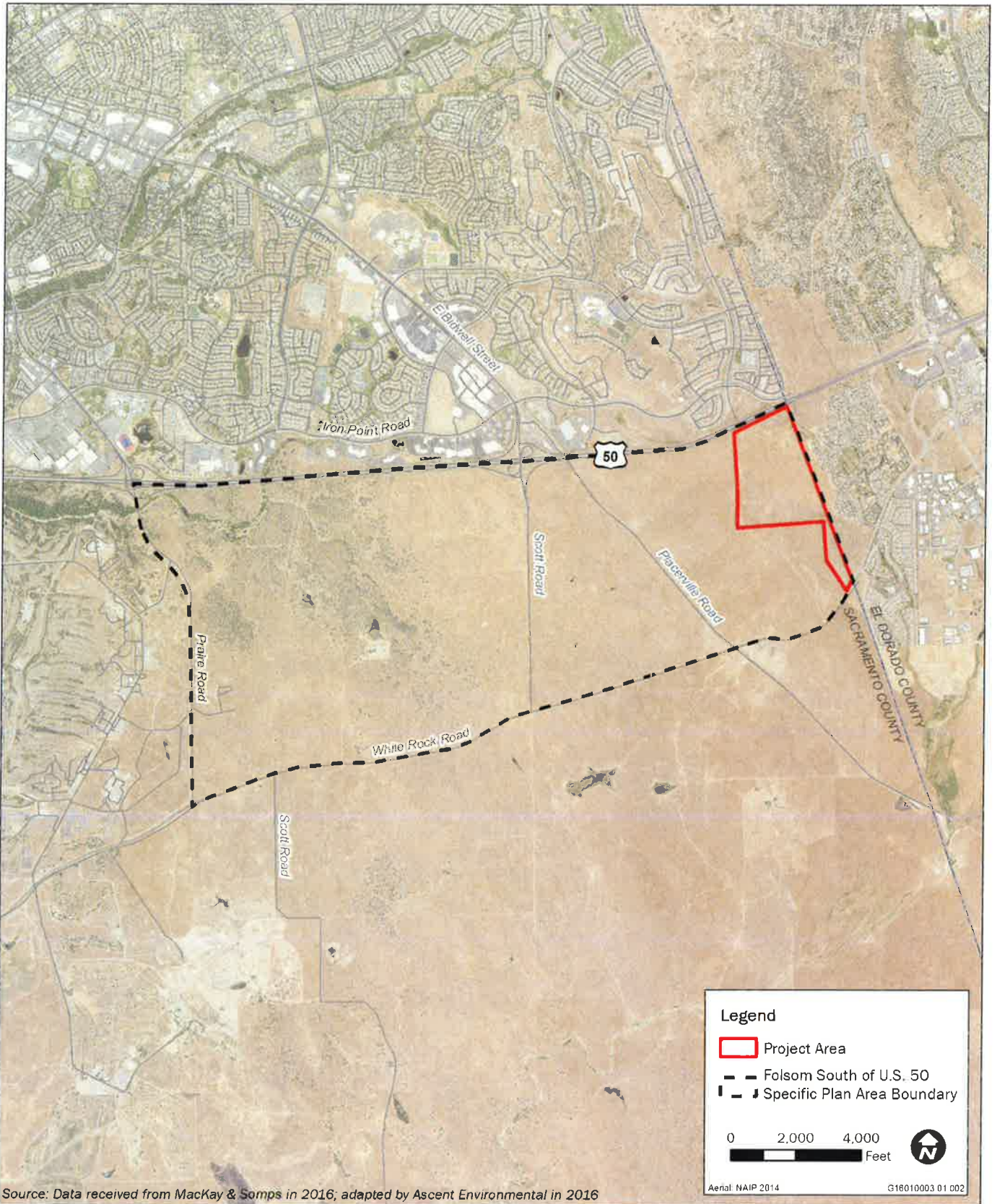
The FPASP area is located within the City of Folsom, south of U.S. Highway 50 and north of White Rock Road, between Prairie City Road and the El Dorado County line (Exhibit 2-1). The Folsom Heights project area is located along the north-eastern boundary of the FPASP area, just south of U.S. Highway 50, along the Sacramento County/El Dorado County line (Exhibit 2-2 and Exhibit 2-3).

### **2.3 EXISTING SETTING**

The project area is undeveloped grassland, currently used for cattle grazing. Developed land—east of the project area and north, across Highway 50, consists of large residential developments. The topography of the area consists of gently rolling hills.







**Exhibit 2-2**

**Project Vicinity**





Source: MacKay & Somp's 2017

K16010133 01 002

**Exhibit 2-3**

**Folsom Heights Illustrated Tentative Map Master Plan**





## 2.4 PROJECT OBJECTIVES

The FPASP's objectives, as described in the EIR/EIS for the FPASP (City of Folsom 2010: p. 1-7) are the following:

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

## 2.5 SUMMARY OF PROJECT

The project includes additional detail on the specific lot sizes, locations, and types; utility service providers; and roadway alignments. While the details were not known in prior environmental documents, the development land uses and development intensities were analyzed as part of the EIR/EIS and in the June 2016 Folsom Heights SPA Addendum (2016 Addendum). For this reason, the following project description and analysis focuses on the details not previously known. For example, the project, as described below includes a tentative map and utilities phasing. This information was not available for the Folsom Heights SPA. The numbers and types of utility facilities is listed with the utilities phasing plan in Section 2.5.2, below. The exact locations of utility facilities will be determined through the final design in coordination with service providers. However, the utility facilities will remain within the analyzed development footprint.



For more information on the Folsom Heights development, as analyzed in the Folsom Heights Specific Plan Amendment Addendum (June 2016), please see Appendix A.

## 2.5.1 Land Use Summary

The current application provides more detail on lotting pattern and utility types and phasing for the Folsom Heights project area. The precision of lot boundaries and site layout has become more refined but is subject to minor changes during final design. Minor alternations to the acreages of some land uses have occurred and are presented in Tables 2-1, 2-2, and 2-3, below. However, the total number of residential units and commercial square footage proposed within the Folsom Heights project area would be unchanged and the general location of the proposed uses would substantially unchanged from the land use map approved for the Folsom Heights SPA. (Exhibit 2-4)

**Table 2-1 Adopted FPASP Land Use Summary (Folsom Heights Project Area, as amended June 2016)**

Land Use	Gross Area (Acres)	% of Site	Density Range (du/ac)	Target DU <sup>1</sup>	Percentage of Allocated Units	Projected Population <sup>2</sup>	Target FAR <sup>3</sup>	Potential Bldg. Area (sf)
<b>Residential</b>								
Single Family (SF)	37.7	20.9%	1 to 4	125	24%	365	-	-
Single Family High Density (SFHD)	58.2	30.7%	4 to 7	280	53%	818	-	-
Multi-Family Low Density (MLD)	14.9	7.9%	7 to 12	125	24%	242	-	-
Subtotal Residential	110.8	59.5%	-	530	100%	1,425	-	-
<b>Commercial</b>								
General Commercial (GC)	11.5	6.1%	-	-	-	-	0.25	125,235
<b>Open Space</b>								
Open Space (OS)	47.2	24.9%	-	-	-	-	-	-
<b>Circulation and Miscellaneous</b>								
Utility Site (PQP)	1.8	0.9%	-	-	-	-	-	-
Highway 50	8	4.7%	-	-	-	-	-	-
Major Roads	10.4	5.0%	-	-	-	-	-	-
<b>Total Folsom Heights</b>	<b>189.7</b>	<b>100%</b>	<b>-</b>	<b>530</b>	<b>100%</b>	<b>1,425</b>	<b>-</b>	<b>125,235</b>

**Notes:**

- <sup>1</sup> Target dwelling unit allocation for each land use is a planning estimate. Actual total dwelling units for each land use may be higher or lower as long as the total for each land use falls within the specified density range and the total residential unit count does not exceed the FPASP area maximum of 11,230 dwelling units.
- <sup>2</sup> Population calculated using 2.92 persons per single family unit and 1.94 persons per multifamily unit.
- <sup>3</sup> Floor Area Ratio (FAR) is the ratio of building area to parcel area. The target FAR may be higher or lower for each land use as long as the Plan Area maximum of 3,338,378 SF is not exceeded.

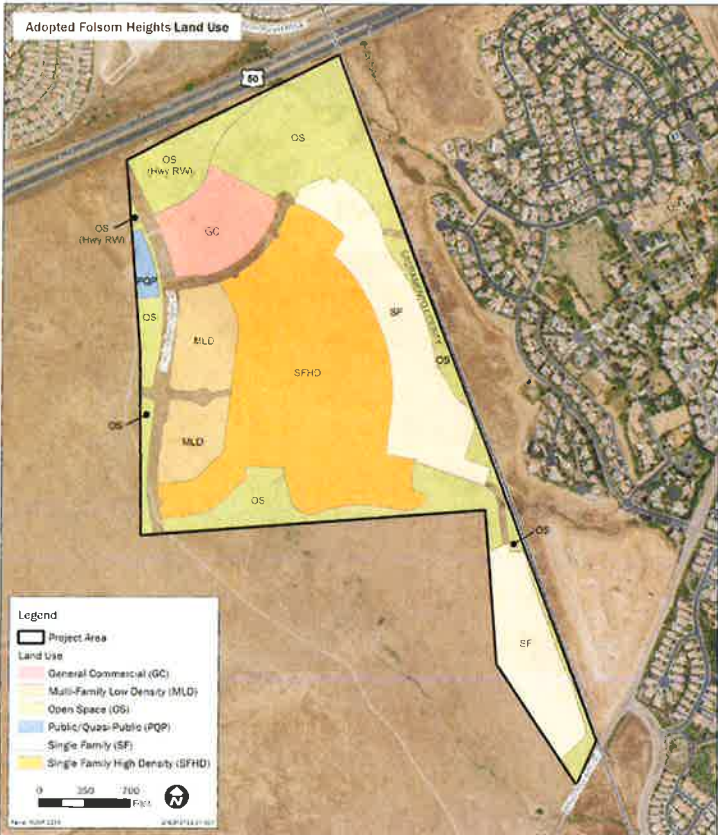


Exhibit 2-4

Land Use Comparison





**Table 2-2 Proposed Folsom Heights Tentative Map Project Land Use Summary**

Land Use	Gross Area (Acres)	Density Range (du/ac)	Target DU <sup>1</sup>	Percentage of Allocated Units	Projected Population <sup>2</sup>	Target FAR <sup>3</sup>	Potential Bldg. Area (SF)
<b>Residential</b>							
Single Family (SF)	42.4	1 to 4	134	24%	391	-	-
Single Family High Density (SFHD)	55.1	4 to 7	273	53%	797	-	-
Multi-Family Low Density (MLD)	14.9	7 to 12	123	23%	239	-	-
Subtotal Residential	112.4	-	530	100%	1,427	-	-
<b>Commercial</b>							
General Commercial (GC)	11.4	-	-	-	-	0.25	125,235
<b>Open Space</b>							
Open Space (OS)	47.2	-	-	-	-	-	-
<b>Circulation and Miscellaneous</b>							
Utility Site (PQP)	1.5	-	-	-	-	-	-
Highway 50 (OS)	8.0	-	-	-	-	-	-
Major Roads	9.1	-	-	-	-	-	-
<b>Total Folsom Heights</b>	<b>189.6</b>	<b>-</b>	<b>530</b>	<b>100%</b>	<b>1,427</b>	<b>-</b>	

**Notes:**

- <sup>1</sup> Target dwelling unit allocation for each land use is a planning estimate. Actual total dwelling units for each land use may be higher or lower as long as the total for each land use falls within the specified density range and the total residential unit count does not exceed the FPASP area maximum of 11,230 dwelling units.
- <sup>2</sup> Population calculated using 2.92 persons per single family unit and 1.94 persons per multifamily unit.
- <sup>3</sup> Floor Area Ratio (FAR) is the ratio of building area to parcel area. The target FAR may be higher or lower for each land use as long as the Plan Area maximum of 3,338,378 SF is not exceeded.

**Table 2-3 Summary of Changes Associated with the Project**

Land Use	Gross Area (Acres)	Dwelling Units	Projected Population (persons)	Potential Bldg. Area (SF)
Single Family (SF)	4.7	4	26	-
Single Family High Density (SFHD)	-3.1	-3	-21	-
Multi-Family Low Density (MLD)	0	-1	-3	-
General Commercial (GC)	-0.1	NA		0
Open Space (OS)	0	NA		-
Utility Site (PQP)	-0.3	NA		-
Highway 50	0	NA		-
Major Roads	-1.2	NA		-
<b>Total</b>	<b>0.0</b>	<b>0</b>	<b>2</b>	<b>0</b>

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

**Source:** Adapted by Ascent Environmental 2016

## 2.5.2 Phasing

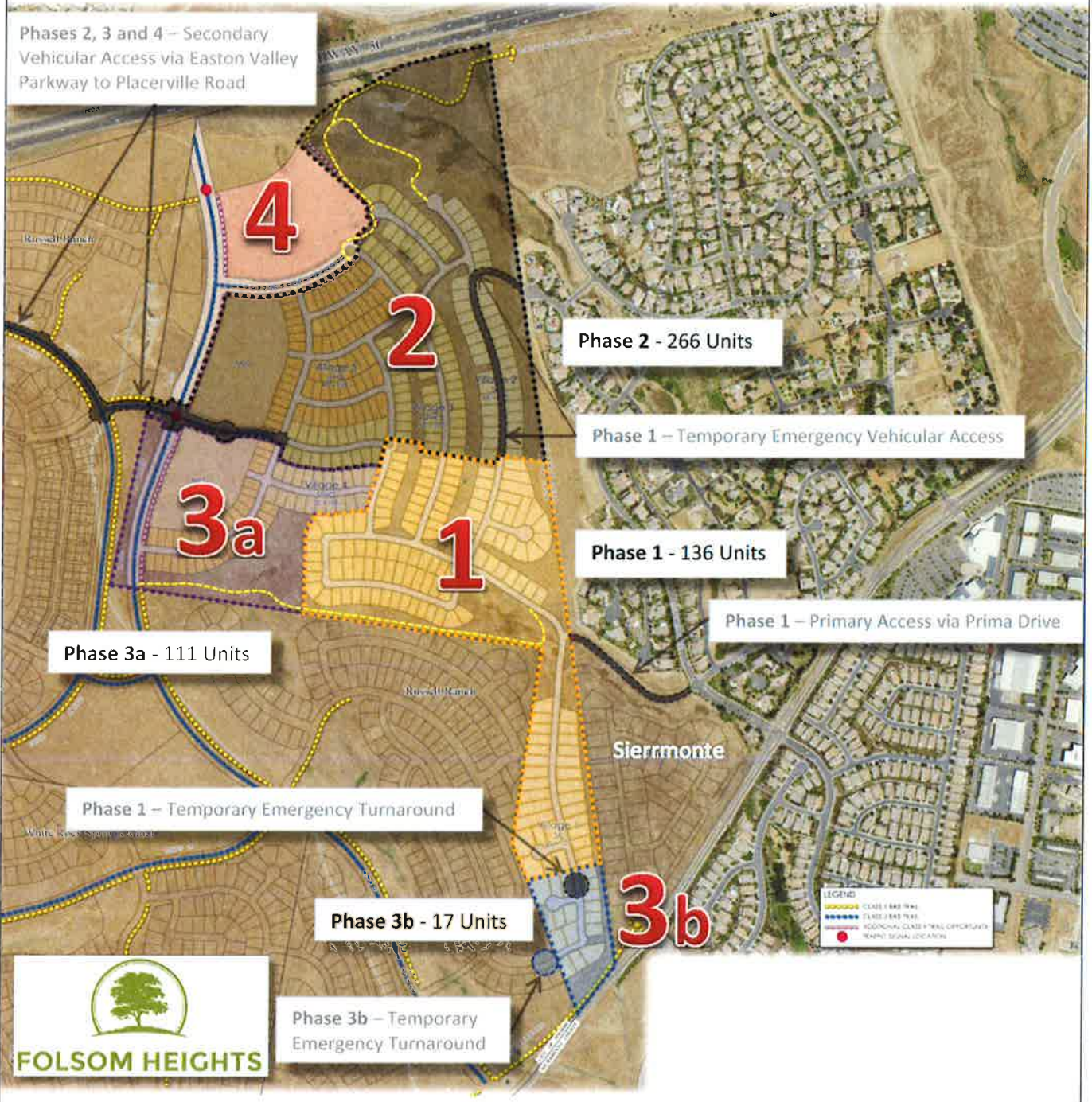
The project would be built in four phases, as shown in Exhibit 2-5. This enables the developer to build the infrastructure which would support the development in coordination with the overall buildout. The phases are as follows:

- ▲ Phase 1 – Includes 136 residential units, including the east sewer system, water booster station, primary vehicular access via Prima Drive to Stonebriar Drive, temporary emergency vehicular access via Winterfield Drive, and other related infrastructure.
- ▲ Phase 2 – includes 266 residential units, including the north sewer system, primary vehicular access via Empire Ranch Road, secondary vehicular access via Easton Valley Parkway to Placerville Road, and other related infrastructure.
- ▲ Phase 3 (a and b) – includes 128 residential units, including the west sewer system, two sewer lift stations, and other related infrastructure.
- ▲ Phase 4 – includes the commercial development and associated infrastructure. This phase relies on the north sewer system developed under Phase 2.

The project falls within the El Dorado Irrigation District (EID) service area which would provide most, if not all, of water and sewer service. Sewer service established in Phases 1 and 2 would flow by gravity towards EID facilities. Sewer service established in Phase 3 may be provided by EID or City of Folsom, or some combination of both providers. The sewer would flow by gravity towards City of Folsom facilities or may be pumped towards EID facilities using the two sewer lift stations.

Because of topographical characteristics, lots in Phase 3 could gravity sewer to the City of Folsom's wastewater treatment system. Use of EID's wastewater system to service these lots would require construction of sewer lift stations and significant operational costs associated therewith, which would be a much less efficient approach to serving these lots than gravity service to the City of Folsom. As these lots lie within the jurisdictional boundaries of EID, it is currently assumed that sewer service for these lots will be provided by EID. However, service provided by the City of Folsom remains an alternative approach. Service by the City of Folsom would require a future agreement between the City of Folsom and EID addressing the terms and conditions under which such extra-territorial service would be provided, while at the same time acknowledging that the subject lots remain within the jurisdictional boundaries of EID.





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 Source: MacKay & Soms 2017

## 2.6 REQUIRED DISCRETIONARY ACTIONS

### 2.6.1 Lead Agency

Table 2-4, below, shows the entitlements, approvals, and permits needed to develop the project as it moves forward through the entitlement process. It should be noted that if the Addendum is approved, no physical development would commence until such time the applicant secures all entitlements noted below.

<b>Entitlement/Approval or Permit Needed</b>	<b>Agency</b>
Large Lot Vesting Tentative Subdivision Map	Folsom City Council
Small Lot Vesting Tentative Subdivision Map	Folsom City Council
Development Agreement	Folsom City Council
Grading Permit	Community Development Department
Sewer and Water Utilities /Sewer and Water Service Letter	El Dorado Irrigation District Folsom City Council

### 2.6.2 Responsible Agencies

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

#### FEDERAL ACTIONS/PERMITS

- ▲ U.S. Army Corps of Engineers: Department of the Army permit under Section 404 of the CWA for discharges of dredge or fill material into waters of the U.S. Consultation for impacts on cultural resources pursuant to Section 106 of the National Historic Preservation Act. Consultation for impacts on federally listed species pursuant to Section 7 of the ESA.
- ▲ U.S. Environmental Protection Agency: concurrence with Section 404 CWA permit.
- ▲ U.S. Fish and Wildlife Service: ESA consultation and issuance of incidental-take authorization for the take of federally listed endangered and threatened species.
- ▲ National Marine Fisheries Service: ESA consultation and issuance of incidental-take authorization for the take of federally listed endangered and threatened species.

#### STATE ACTIONS/PERMITS

- ▲ California Department of Fish and Wildlife, Sacramento Valley—Central Sierra Region: California Endangered Species Act consultation and issuance of take authorization (if needed) (California Fish and Game Code Section 2081), streambed alteration agreement (California Fish and Game Code Section 1602), and protection of raptors (California Fish and Game Code Section 3503.5).
- ▲ California Department of Transportation: encroachment permits; approval of landscaping plans and specifications for landscape corridor adjacent to U.S. Highway 50.

- ▲ Central Valley Regional Water Quality Control Board (Region 5): National Pollutant Discharge Elimination System (NPDES) construction stormwater permit (Notice of Intent to proceed under General Construction Permit) for disturbance of more than 1 acre; discharge permit for stormwater; general order for dewatering; and Section 401 CWA certification or waste discharge requirements; Clean Water Act, Section 401 Water Quality Certification; NPDES permit coverage for hydrostatic testing of pipeline (coverage expected under General Order for Low Threat Discharges to Surface Water).
- ▲ State Historic Preservation Officer (SHPO): approval of a Programmatic Agreement and/or MOU for Section 106 compliance with the National Historic Preservation Act.
- ▲ State Water Resource Control Board, Division of Drinking Water: approval amendment of water distribution system permit and the water treatment plant permit.

## **REGIONAL AND LOCAL ACTIONS/PERMITS**

- ▲ Sacramento Metropolitan Air Quality Management District: authority to construct (for devices that emit air pollutants), health risk assessment, and Air Quality Management Plan consistency determination.
- ▲ El Dorado County: approval of roadway encroachment permit for pipeline construction.
- ▲ Sacramento County: approval of roadway encroachment permit for pipeline construction, rezoning, use permit, and approval of grading permit.
- ▲ City of Folsom: roadway encroachment permit for pipeline construction, tree removal permit (if needed), rezoning, and use permit.

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## **3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW**

### **3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES**

The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the 2011 EIR/EIS and 2016 Addendum. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact because it was analyzed and addressed with mitigation measures in the EIR/EIS. For instance, the environmental categories might be answered with a “no” in the checklist because the impacts associated with the proposed project were adequately addressed in the EIR/EIS, and the environmental impact significance conclusions of the EIR/EIS remain applicable. The purpose of each column of the checklist is described below.

#### **Where Impact was Analyzed?**

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

#### **Do Proposed Changes Involve New Significant Impacts?**

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

#### **Any new Circumstances Involving New or Substantially More Severe Significant Impacts?**

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

#### **Any New Information Requiring New Analysis or Verification?**

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered “yes” requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the



same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered “no” and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

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

### **Do Prior Environmental Documents Mitigations Address/Resolve Impacts?**

This column indicates whether the prior environmental documents and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Checklist Review concludes that there was no impact, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

## **3.2 DISCUSSION AND MITIGATION SECTIONS**

### **Discussion**

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

### **Mitigation Measures**

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

### **Conclusions**

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

### **Acronyms Used in Checklist Tables**

Acronyms used in the Environmental Checklist tables and discussions include:

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

## 4 ENVIRONMENTAL CHECKLIST

### 4.1 AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>1. Aesthetics. Would the project:</b>				
a. Have a substantial adverse effect on a scenic vista?	Setting pp. 3A.1-2 to 3A.1-22 Impacts 3A.1-1	No	No	Yes, but impact still remains significant and unavoidable
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Setting p. 3A.1-26 Impact 3A.1-2	No	No	Yes, issue addressed but mitigation is still not feasible
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Setting pp. 3A.1-1 to 3A.1-20 Impacts 3A.1-3 and 3A.1-4	No	No	Yes, but impact still remains significant and unavoidable
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Setting p. 3A.1-22 Impacts 3A.1-5, 3A.1-6	No	No	Yes

#### 4.1.1 Discussion

No substantial change in the environmental and regulatory settings related to aesthetics, described in the EIR/EIS Section 3A.1 Aesthetics – Land, has occurred since certification of the EIR/EIS in 2011 and the 2016 Addendum (See Appendix A). Since the EIR/EIS was certified, additional development was approved and built adjacent to the project site. This development (El Dorado Springs 23), would contribute to the significant and unavoidable impact related to the area’s change in visual character. However, as the EIS/EIR had already concluded that the impact was significant and unavoidable, this change in the existing environment would not change the conclusions within the EIS/EIR on this topic. While the current application provides additional detail, it does not constitute a change in circumstances regarding aesthetics.

The project does not introduce any new or unique visual features that were not analyzed in the FPASP EIR/EIS or 2016 Addendum. No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. The project provides more specifics on the lotting pattern and provision of public services to the site. The land use pattern and development intensity would not change and would be consistent with the approved Folsom Heights SPA.

#### Mitigation Measures

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

- ▲ Mitigation Measure 3A.1-1: Construct and maintain a landscape corridor adjacent to U.S. 50.
- ▲ Mitigation Measure 3A.1-4: Screen construction staging areas.

- ▲ Mitigation Measure 3A.1-5: Establish and require conformance to lighting standards and prepare and implement a lighting plan.

The FPASP EIR/EIS concluded that impacts to light and glare would be reduced to a less-than-significant level; however, impacts related to skyglow would remain significant and unavoidable. This conclusion would not change with implementation of the project.

## **CONCLUSION**

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

## 4.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>2. Agriculture and Forestry Resources. Would the project:</b>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Setting pp. 3A.10-2, 3A.10-5, 3A.10-6 No Impact	No	No	NA
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Setting pp. 3A.10-2 to 3A.10-4, 3A.10-6, 3A.10-7 Impacts 3A.10-3 and 3A.10-4	No	No	Yes
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	Not addressed, criterion was not part of Appendix G when EIR/EIS was certified	No	No	NA
d. Result in the loss of forest land or conversion of forest land to non-forest land?	Not addressed, criterion was not part of Appendix G when EIR/EIS was certified	No	No	NA
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Not addressed, criterion was not part of Appendix G when EIR/EIS was certified	No	No	NA

### 4.2.1 Discussion

No substantial change in the environmental and regulatory settings related to Agriculture and Forest Resources, described in EIR/EIS Section 3A.10 Land Use and Agricultural Resources – Land, has occurred since certification of the EIR/EIS in 2011 and the 2016 Addendum (See Appendix A). While the current application provides additional detail, it does not constitute a change in circumstances regarding agriculture and forest resources.

The project site does not change the development footprint and would not result in the development/conversion of additional agricultural land compared to those analyzed in the FPASP EIR/EIS or 2016 Addendum. No forest resources are present onsite. No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification since the 2016 Addendum. Nothing about the project changes would alter the conclusions of the 2016 Addendum or would be different from the issues identified and analyzed in the FPASP EIR/EIS.

**Mitigation Measures**

None required.

**CONCLUSION**

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



## 4.3 AIR QUALITY

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

### 4.3.1 Discussion

No substantial change in the environmental and regulatory settings related to Air Quality, described in EIR/EIS Sections 3A.2 and 3B.2 under Air Quality, has occurred since certification of the EIR in 2011 and the 2016 Addendum (See Appendix A). While the current application provides additional detail, it does not constitute a change in circumstances regarding air quality.

The project does not introduce any new air pollution sources or sensitive receptors. The refined land use map and lotting patterns reflect development that is substantially similar to the development assumptions analyzed in the FPASP EIR/EIS and 2016 Addendum. The modeling done for the 2016 Addendum was based on the Land Use Summary (Appendix A, Table 2-2). As described in Section 2.5.1, the Land Use Summary (Table 2-1) is substantially the same as what was analyzed previously. No additional units or commercial square footage would be developed and the same area of land would be developed. The applicant has identified that the Folsom Heights plan area would be developed in four phases, but the size and timing of these phases are consistent with the assumptions for grading and development intensity used in the air quality modeling in the 2016 Addendum (see Appendix A of the 2016 Addendum in Appendix A of this document). No new or substantially more severe air quality impacts would occur.

## Mitigation Measures

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

- ▲ Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.
- ▲ Mitigation Measure 3A.2-1b: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO<sub>x</sub> Emissions Generated by Construction of On-Site Elements.
- ▲ Mitigation Measure 3A.2-1c: Analyze and Disclose Projected PM<sub>10</sub> Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements.
- ▲ Mitigation Measure 3A.2-1e: Implement EDCAQMD-Recommended Measures for Controlling Fugitive PM<sub>10</sub> dust During Construction of the Two Roadway Connections in El Dorado County.
- ▲ Mitigation Measure 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.
- ▲ Mitigation Measure 3A.2-1g: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO<sub>x</sub> Emissions Generated by Construction of Off-site Elements.
- ▲ Mitigation Measure 3A.2-1h: Analyze and Disclose Projected PM<sub>10</sub> Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.
- ▲ Mitigation Measure 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.
- ▲ Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.
- ▲ Mitigation Measure 3A.2-4b: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants.
- ▲ Mitigation Measure 3A.2-5: Implement a Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.
- ▲ Mitigation Measure 3A.2-6: Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.

As described in the 2016 Addendum, with implementation of these measures, air quality impacts would be reduced, but some impacts would remain significant and unavoidable (as shown above in the summary table and described in the 2016 Addendum).

## CONCLUSION

As required by many of the air quality mitigation measures adopted as part of the FPASP, the 2016 Addendum provided additional project-level air quality analysis. However, the 2016 Addendum found that the Folsom Heights SPA was consistent with the FPASP. No new circumstances have occurred nor has any new information been found requiring new analysis or verification. The conclusions of the FPASP EIR/EIS remain valid and no additional analysis is required.

## 4.4 BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>4. Biological Resources. Would the project:</b>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Setting pp. 3A.3-7 to 3A.3-21 Impacts 3A.3-2 and 3A.3-3	No	No	Yes, mitigation has been updated
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Setting pp. 3A.3-21 to 3A.3-26 Impact 3A.3-4	No	No	Yes, mitigation has been updated
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Setting pp. 3A.3-5 to 3A.3-7, 3A.3-18 to 3A.3-21 Impact 3A.3-1	No	No	Yes, mitigation has been updated
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Setting p. 3A.3-7 Impact 3A.3-6	No	No	Yes, mitigation has been updated
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Setting pp. 3A.3-23 to 3A.3-26 Impact 3A.3-5	No	No	Yes, mitigation has been updated
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Impact 3A.3-7	No	No	NA
g. Have the potential to cause a commercial and/or recreational fishery to drop below self-sustaining levels?	Setting p. 3A.3-17 No Impact	No	No	NA

### 4.4.1 Discussion

No substantial change in the environmental and regulatory settings related to biological resources has occurred since the 2016 Addendum (See Appendix A). While the current application provides additional detail regarding the lotting pattern, phasing, and provision of utilities, no additional land area would be developed as a result of the project. Further, the biological setting was reviewed and updated as part of the 2016 Addendum and it has not changed since that time. Nothing about the project changes would alter the

biological conclusions of the 2016 Addendum or would be different from the issues identified and analyzed in the FPASP EIR/EIS. No new or substantially more severe biological impacts would occur. The project would continue to be subject to the mitigation measures identified and/or refined in the 2016 Addendum, which are presented below. As described in the 2016 Addendum, with implementation of these measures, biological impacts would be reduced to a less-than-significant level. No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to biological resources.

### **Mitigation Measures**

The following mitigation measures were referenced in the FPASP EIR/EIS analysis and updated in the 2016 Addendum and would continue to remain applicable if the project were approved.

- ▲ Mitigation Measure 3A.3-1a: Mitigation for erosion impacts.
- ▲ Mitigation Measure 3A.3-1b: Implement Clean Water Act Section 404 Permits and Section 401 Water Quality Certifications.
- ▲ Mitigation Measure 3A.3-4a: Implement Section 1602 Master Streambed Alteration Agreement.
- ▲ Mitigation Measure 3A.3-4b: Valley needlegrass grassland avoidance and minimization measures.
- ▲ Mitigation Measure 4.4-1: Conduct environmental awareness training for construction employees.
- ▲ Mitigation Measure 4.4-4: Conduct preconstruction Swainson's hawk and other raptor surveys.
- ▲ Mitigation Measure 4.4-5: Prepare and implement Swainson's hawk mitigation plan.
- ▲ Mitigation Measure 4.4-6: Conduct preconstruction burrowing owl survey.
- ▲ Mitigation Measure 4.4-7: Preconstruction nesting bird survey.

As described in the 2016 Addendum, with implementation of these measures, biological resources impacts would be reduced to a less-than-significant level.

### **CONCLUSION**

Since the EIR/EIS was certified and the 2016 Addendum, no new circumstances have occurred nor has any new information been found requiring new analysis or verification. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

## 4.5 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>5. Cultural Resources. Would the project:</b>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Setting pp. 3A.5-2 to 3B.5-5 Impact 3A.5-1	No	No	Yes
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Setting pp. 3A.5-1 to 3B.5-3 Impacts 3A.5-1 and 3A.5-2	No	No	Yes
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Setting pp. 3A.7-13 to 3A.7-17 Impact 3A.7-10	No	No	Yes
d. Disturb any human remains, including those interred outside the formal cemeteries?	Setting p. 3A.5-13 to 3A.5-15 Impact 3A.5-3	No	No	Yes
e. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe?	Setting pp. 3A.5-1 to 3A.5-2; pp 3A.5-8 to 3A.5-16 Impacts 3A.5-1, 3A.5-2, and 3A.5-3	No	No	Yes

### 4.5.1 Discussion

No substantial change in the environmental and regulatory settings related to cultural resources has occurred since the 2016 Addendum (See Appendix A). While the current application provides additional detail regarding the lotting pattern, phasing, and provision of utilities, no additional land area would be developed as a result of the project. Further, the cultural setting was reviewed and updated as part of the 2016 Addendum, including addressing impacts to Tribal Cultural Resources, and it has not changed since that time. Nothing about the project changes would alter the cultural resources conclusions of the 2016 Addendum or would be different from the issues identified and analyzed in the FPASP EIR/EIS. No new or substantially more severe cultural resources impacts would occur. The project would continue to be subject to the mitigation measures identified and/or refined in the 2016 Addendum, which are presented below.

Because the Folsom Heights SPA sought a specific plan amendment to the FPASP, the City was required to initiate consultation under SB 18. On March 7, 2016, the City requested an SB 18 contact list from the California Native American Heritage Commission (NAHC). On March 23, 2016, the NAHC responded with a list of eight California Native American tribes and individuals who had notified the NAHC of their desire to consult under SB 18 in the vicinity of the Project. On March 23, 2016, the City mailed SB 18 notification letters to the eight individuals, Rhonda Morningstar Pope (Buena Vista Rancheria), Don Ryberg (T'si-Akim Maidu), Yvonne Miller (Lone Band of Miwok Indians), Gene Whitehouse (United Auburn Indian Community of the Auburn Rancheria), Cosme Valdez (Nashville-EI Dorado Miwok), Raymond Hitchcock (Wilton Rancheria), Nicholas Fonseca (Shingle Springs Band of Miwok Indians), and Grayson Coney (T'si-Akim Maidu), offering them an opportunity to consult within the 90-day comment period, scheduled to end on June 21, 2016. The



City did not receive any requests for consultation. As the Folsom Heights tentative map project does not contain a specific or general plan amendment, no additional consultation notice was required or sent.

Several cultural resource inventories were completed for the Folsom Heights area, in combination with consultation with USACE and SHPO, as required by the FPASP EIS/EIR mitigation measures (as updated in the 2016 Addendum). In previous consultations, SHPO concurred with USACE's definition of the undertaking, the Area of Potential Effects (APE), the evaluation plan, and the evaluations of potential historic properties for this undertaking. On September 23, 2015 SHPO concurred that the two cultural resources identified within the APE (P-34-1556 and P-34-4923) were not eligible for listing on the National Register of Historic Places. In November 2015, SHPO concurred with USACE's finding that the Folsom Heights development would not affect historic properties within the Folsom Heights area (SHPO 2015).

In 2016, ECORP Consulting, Inc. was retained to conduct a cultural resources inventory for the proposed Folsom Height Off-sites Project (Off-sites Project) associated with the Folsom Heights area. The Off-sites Project consists of ±2.63 acres of four discontinuous areas located north of White Rock Road and west of the Sacramento and El Dorado county line, within El Dorado County. These off-site areas are the locations of proposed utility connections that will be necessary for the construction of Folsom Heights and were not known at the time of the preparation of the on-site reports.

Although these off-site areas are situated outside of the FPASP area, this supplemental inventory was carried out in compliance with the Historic Properties Management Plan for FPASP, which serves to implement the First Amended Programmatic Agreement between the US Army Corps of Engineers, California State Historic Preservation Officer, and City of Folsom (2013) for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and the California Environmental Quality Act.

The inventory included a records search, literature review, and field survey. No previously recorded cultural resources were located with the Area of Potential Effects (APE) of the Off-sites Project. The records search results indicated that no previous cultural resources studies have been conducted within the Off-sites Project APE; therefore, a field survey was required. As a result of the field survey, no cultural resources were identified.

No cultural resources were identified at the four Off-sites Project locations as a result of the records search and field survey. In consultation with SHPO, the Folsom Heights development previously received a Finding of No Historic Properties Affected. The Off-sites Project will not affect that finding and the Finding of No Historic Properties Affected remains accurate for the Folsom Heights development and the Off-sites Project (ECORP 2016).

USACE sent a letter to SHPO on February 10, 2017, regarding the extension of the FPASP APE to cover the Off-sites Project. USACE found that the cultural resource inventory was completed consistent with the requirements of the FAPA and requested SHPO concurrence. SHPO concurrence that no historic properties would be affected in the expanded APE was received on March 23, 2017.

Nothing about the project changes or ongoing consultations would alter the conclusions of the 2016 Addendum or would be different from the issues identified and analyzed in the FPASP EIR/EIS.

### **Mitigation Measures**

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

- ▲ Mitigation Measure 3A.7-10: Conduct construction personnel education, stop work if paleontological resources are discovered, assess the significance of the find, and prepare and implement a recovery plan as required.

In addition to the mitigation measure in the EIR/EIS (listed above), the following mitigation measures from the 2016 Addendum replaced what was in the EIR/EIS for this project.

- ▲ Mitigation Measure 3A.5-1a: Comply with the Programmatic Agreement.
- ▲ Mitigation Measure 3A.5-1b: Cultural resource inventory, treatment, and evaluation mitigation.
- ▲ Mitigation Measure 3A.5-2: Cultural resource construction training and stop work mitigation.
- ▲ Mitigation Measure 3A.5-3: Human remains mitigation.

As described in the 2016 Addendum, with implementation of these measures, cultural resources impacts would be reduced to a less-than-significant level.

## **CONCLUSION**

No new significant or substantially more severe cultural resources impacts would occur with the project. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

## 4.6 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>6. Geology and Soils. Would the project:</b>				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</li> <li>ii. Strong seismic ground shaking?</li> <li>iii. Seismic-related ground failure, including liquefaction?</li> <li>iv. Landslides?</li> </ul>	Setting pp. 3A.7-3 to 3A.7-5, 3A.7-18, 3A.7-19 Impacts 3A.7-1, 3A.7-2	No	No	Yes
b. Result in substantial soil erosion or the loss of topsoil?	Setting pp. 3A.7-5 to 3A.7-6 Impact 3A.7-3	No	No	Yes
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in: on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Setting p. 3A.7-6 Impacts 3A.7-4, 3A.7-5	No	No	Yes
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Setting p. 3A.7-11 Impact 3A.7-6	No	No	Yes
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Setting p. 3A.7-11 Impact 3A.7-7	No	No	Yes

### 4.6.1 Discussion

No substantial change in the environmental and regulatory settings related to geology and soils, described in the EIR/EIS Section 3A.7 Geology, Soils, Mineral, and Paleontological Resources – Land, has occurred since certification of the EIR/EIS and the 2016 Addendum (See Appendix A). While the current application provides additional detail, regarding the lotting pattern, phasing, and provision of utilities, no changes to the geologic substructures or setting has occurred. The same land area would be developed. Further, the geologic setting was reviewed and updated as part of the 2016 Addendum, and it has not changed since that time. Nothing about the project changes would alter the conclusions of the 2016 Addendum or would be different from the issues identified and analyzed in the FPASP EIR/EIS.

## Mitigation Measures

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

- ▲ Mitigation Measure 3A.7-1a: Prepare site-specific geotechnical report per CBC requirements and implement appropriate recommendations.
- ▲ Mitigation Measure 3A.7-1b: Monitor earthwork during earthmoving activities.
- ▲ Mitigation Measure 3A.7-3: Prepare and implement the appropriate grading and erosion control plan.
- ▲ Mitigation Measure 3A.7-4: Prepare a seismic refraction survey and obtain appropriate permits for all onsite and offsite elements East of Old Placerville Road.
- ▲ Mitigation Measure 3A.7-5: Divert seasonal water flows away from building foundations.

As described in the 2016 Addendum, with implementation of these measures, geology and soil impacts would be reduced to a less-than-significant level.

## CONCLUSION

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

## 4.7 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
<b>7. Greenhouse Gas Emissions. Would the project:</b>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Environmental Setting p. 3A.4-1 to 3A.4-4 and updated below; Regulatory Setting p. 3A.4-4 to 3A.4-9 and updated below; Impact 3A.4-1 and Impact 3A.4-2.	No	No	Yes
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Same as above.	No	No	Yes

### 4.7.1 Discussion

No substantial change in the environmental and regulatory settings related to greenhouse gases, as updated in the 2016 Addendum (See Appendix A), has occurred. While the current application provides additional detail regarding the lotting pattern, phasing, and provision of utilities, no changes to the area to the type and intensity of development would occur. The refined land use map and lotting patterns reflect development that is substantially similar to the development assumptions analyzed in the FPASP EIR/EIS and 2016 Addendum. No additional units would be developed and the same area of land would be developed. The applicant has identified that the Folsom Heights plan area would be developed in four phases, but the size and timing of these phases are consistent with the assumptions for grading and development intensity used in the GHG modeling in the 2016 Addendum (see Appendix A of the 2016 Addendum in Appendix A of this document). Nothing about the project changes would alter the conclusions of the 2016 Addendum or would be different from the issues identified and analyzed in the FPASP EIR/EIS.

#### Mitigation Measures

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

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

As described in the 2016 Addendum, with implementation of these measures, greenhouse gas impacts would be reduced to a less-than-significant level.

#### CONCLUSION

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



## 4.8 HAZARDS AND HAZARDOUS MATERIALS

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

## 4.8.1 Discussion

No substantial change in the environmental and regulatory settings related to hazards and hazardous materials, described in EIR/EIS Section 3A.8 Hazards and Hazardous Materials – Land, has occurred since certification of the EIR/EIS in 2011 and the 2016 Addendum (See Appendix A). While the current application provides additional detail regarding the lotting pattern, phasing, and provision of utilities, no changes to the environmental setting or the types of activities that would be implemented at the site has occurred. The same land area would be developed. Further, the hazardous material setting was reviewed and updated as part of the 2016 Addendum, and it has not changed since that time. Nothing about the project changes would alter the conclusions of the 2016 Addendum or would be different from the issues identified and analyzed in the FPASP EIR/EIS. No new or substantially more severe hazardous materials impacts would occur.

### Mitigation Measures

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

- ▲ Mitigation Measure 3A.8-5: Prepare and implement a blasting safety plan in consultation with a qualified blaster.
- ▲ Mitigation Measure 3A.8-7: Prepare and implement a vector control plan in consultation with the Sacramento-Yolo Mosquito and Vector Control District.

As described in the 2016 Addendum, with implementation of these measures, hazards and hazardous materials impacts would be reduced to a less-than-significant level.

### CONCLUSION

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

## 4.9 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>9. Hydrology and Water Quality. Would the project:</b>				
a. Violate any water quality standards or waste discharge requirements?	Setting pp. A.9-10 to 3A.9-23 Impacts 3A.9-1 and 3A.9-3	No	No	Yes
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Setting pp. 3A.9-5 to 3A.9-6 Impact 3A.9-6	No	No	Yes
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Setting pp. 3A.9-1 to 3A.9-5 Impacts 3A.9-1 and 3A.9-3	No	No	Yes
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Setting pp. 3A.9-1 to 3A.9-5 Impacts 3A.9-2	No	No	Yes
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	Setting pp. 3A.9-1 to 3A.9-5 Impacts 3A.9-1 and 3A.9-3	No	No	Yes
f. Otherwise substantially degrade water quality?	Setting pp. 3A.9-6 to 3A.9-9 Impacts 3A.9-1 and 3A.9-3	No	No	Yes
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Setting pp. 3A.9-5 to 3A.9.1-7 Impact 3A.9-5	No	No	Yes
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Setting pp. 3A.9-5 to 3A.9.1-7 Impact 3A.9-5	No	No	Yes
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Setting p. 3A.9-20 Impact 3A.9-4	No	No	Yes
j. Inundation by seiche, tsunami, or mudflow?	Setting pp. 3A.7-5 No Impact	No	No	NA

## 4.9.1 Discussion

No substantial change in the environmental and regulatory settings related to hydrology and water quality, described in EIR/EIS Section 3A.9 Hydrology and Water Quality – Land and 2016 Addendum Section 4.9 Hydrology and Water Quality (see Appendix A), has occurred since certification of the EIR/EIS in 2011 and 2016 Addendum. While the current application provides additional detail regarding the lotting pattern, phasing, and provision of utilities (e.g., water and wastewater), no changes to the environmental setting, or the types of activities that would be implemented at the site has occurred. The same land area would be developed in the same pattern over the site. No changes to the proposed drainage facilities are proposed. Further, the hydrologic setting was reviewed and updated as part of the 2016 Addendum, and it has not changed since that time. Nothing about the project changes would alter the conclusions of the 2016 Addendum or would be different from the issues identified and analyzed in the FPASP EIR/EIS. No new or substantially more severe hydrology impacts would occur.

### Mitigation Measures

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

- ▲ Mitigation Measure 3A.9-1: Acquire appropriate regulatory permits and prepare and implement SWPPP and BMPs.
- ▲ Mitigation Measure 3A.9-2: Prepare and submit final drainage plans and implement requirements contained in those plans.
- ▲ Mitigation Measure 3A.9-3: Develop and implement a BMP and water quality maintenance plan.
- ▲ Mitigation Measure 3A.9-4: Inspect and evaluate existing dams within and upstream of the project site and make improvements if necessary.

As described in the 2016 Addendum, with implementation of these measures, hydrology and water quality impacts would be reduced to a less-than-significant level.

### CONCLUSION

No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the proposed amendment to the FPASP would not result in new or substantially more severe significant impacts to hydrology and water quality.

## 4.10 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>10. Land Use and Planning. Would the project:</b>				
a. Physically divide an established community?	Setting p. 3A.10-1 No Impact	No	No	NA
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Setting pp. 3A.10-4 to 3A.10-28 Impacts 3A.10-1 and 3A.10-2	No	No	NA
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	Impact 3A.3-7	No	No	NA

### 4.10.1 Discussion

No substantial change in the environmental and regulatory settings related to land use and planning, described in EIR/EIS Section 3A.10 under Land Use and Agricultural Resources – Land and Section 3A.3 under Biological Resources – Land, has occurred since certification of the EIR/EIS in 2011 and the 2016 Addendum (See Appendix A). The current application provides additional detail regarding the lotting pattern, phasing of development, and provision of utilities. The project applicant is seeking a tentative map. Overall, the lotting pattern is consistent with the land use patterns, number of units, and commercial square footage estimates.

The project would be developed in four phases (see Exhibit 2-5). While multiple access points would be provided at full buildout of the plan area, the first phase would route initial vehicle traffic through existing neighborhoods to the east of the site in El Dorado Hills. The project would connect its internal roadways to the existing Stonebriar Drive that would provide access to an existing neighborhood in El Dorado County. This roadway is currently in place and would not require any modifications. (see Section 4.16 Transportation/Traffic). Once Phase 2 of the project is constructed additional access points to and from the development would be provided along Easton Valley Parkway and Empire Ranch Road such that less traffic from the development would access nearby neighborhoods. This phasing plan is consistent with the land use plan adopted for the site and would not result in other impacts related to division of an established community. No new significant land use impacts would occur.

### Mitigation Measures

None required.

### CONCLUSION

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



## 4.11 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>11. Mineral Resources. Would the Project:</b>				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Setting pp. 3A.7-12 and 3A.7-13 Impacts 3A.7-8, 3A.7-9	No	No	Yes
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Setting pp. 3A.7-12 and 3A.7-13 Impacts 3A.7-8, 3A.7-9	No	No	NA

### 4.11.1 Discussion

No substantial change in the environmental and regulatory settings related to mineral resources, described in EIR/EIS Section 3A.7 Geology, Soils, Minerals, and Paleontological Resources – Land has occurred since certification of the EIR in 2011 and the 2016 Addendum (See Appendix A). While the current application provides additional detail regarding the lotting pattern, phasing, and provision of utilities (e.g., water and wastewater), no changes to the environmental setting has occurred. The same land area would be developed in the same pattern over the site. Nothing about the project changes would alter the conclusions of the 2016 Addendum or would be different from the issues identified and analyzed in the FPASP EIR/EIS. No new or substantially more severe mineral resources impacts would occur.

#### Mitigation Measures

None required.

#### CONCLUSION

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

## 4.12 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the DEIR/DEIS.	Any New Circumstances Involving New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
<b>12. Noise. Would the project result in:</b>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Setting p. 3A.11-12 to 3A.11-17 Impacts 3A.11-4, 3A.11-5, and 3A.11-7	No	No	Yes, but remains significant and unavoidable
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Setting p. 3A.11-4 Impact 3A.11-3	No	No	NA
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Setting pp. 3A.11-5 to 3A.11-11 Impacts 3A.11-4, 3A.11-5, and 3A.11-7	No	No	Yes, but remains significant and unavoidable
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Setting pp. 3A.11-5 to 3A.11-11 Impact	No	No	NA
e. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Setting pp. 3A.11-5, 3A.11-10, 3A.11-11 Impact 3A.11-6 overflight	No	No	NA
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Setting pp. 3A.11-5, 3A.11-10, 3A.11-11 No Impact	No	No	NA

### 4.12.1 Discussion

No substantial change in the environmental and regulatory settings related to noise and vibration, described in FPASP EIR/EIS Sections 3A.11 Noise – Land, has occurred since certification of the EIR in. No new noise sources have been introduced near the planning area since the FPASP EIR/EIS was prepared and since the 2016 Addendum (See Appendix A). While the current application provides additional detail regarding the lotting pattern, phasing, and provision of utilities, no changes to the environmental setting, or the types of activities that would be implemented at the site has occurred. The same land area would be developed in the same pattern over the site. Further, the noise setting was reviewed and updated as part of the 2016 Addendum, and it has not changed since that time.

In March 2017, Bollard Acoustical Consultants, Inc. completed a site-specific acoustical analysis. This analysis was in response to a mitigation measure in the FPASP EIS/EIR. At the tentative map stage, Mitigation Measure 3A.11-4 requires the applicant to conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project and provide measures that would reduce project-related noise impacts. The Environmental Noise Assessment (Bollard 2017) provides a detailed noise analysis and associated measures (window upgrades and noise barriers). While the analysis

and suggested measures provide additional detail on the Folsom Heights development, the noise barriers and window upgrades are consistent with the potential measures discussed/analyzed in the EIS/EIR.

**Nothing about the project changes would alter the conclusions of the 2016 Addendum or would be different from the issues identified and analyzed in the FPASP EIR/EIS. Mitigation Measures**

A portion of the Folsom Heights Development project site will be exposed to future traffic noise levels in excess of the City of Folsom exterior noise level criteria. In addition, a portion of existing residences adjacent to the project site will be exposed to elevated construction-related noise levels resulting from the project.

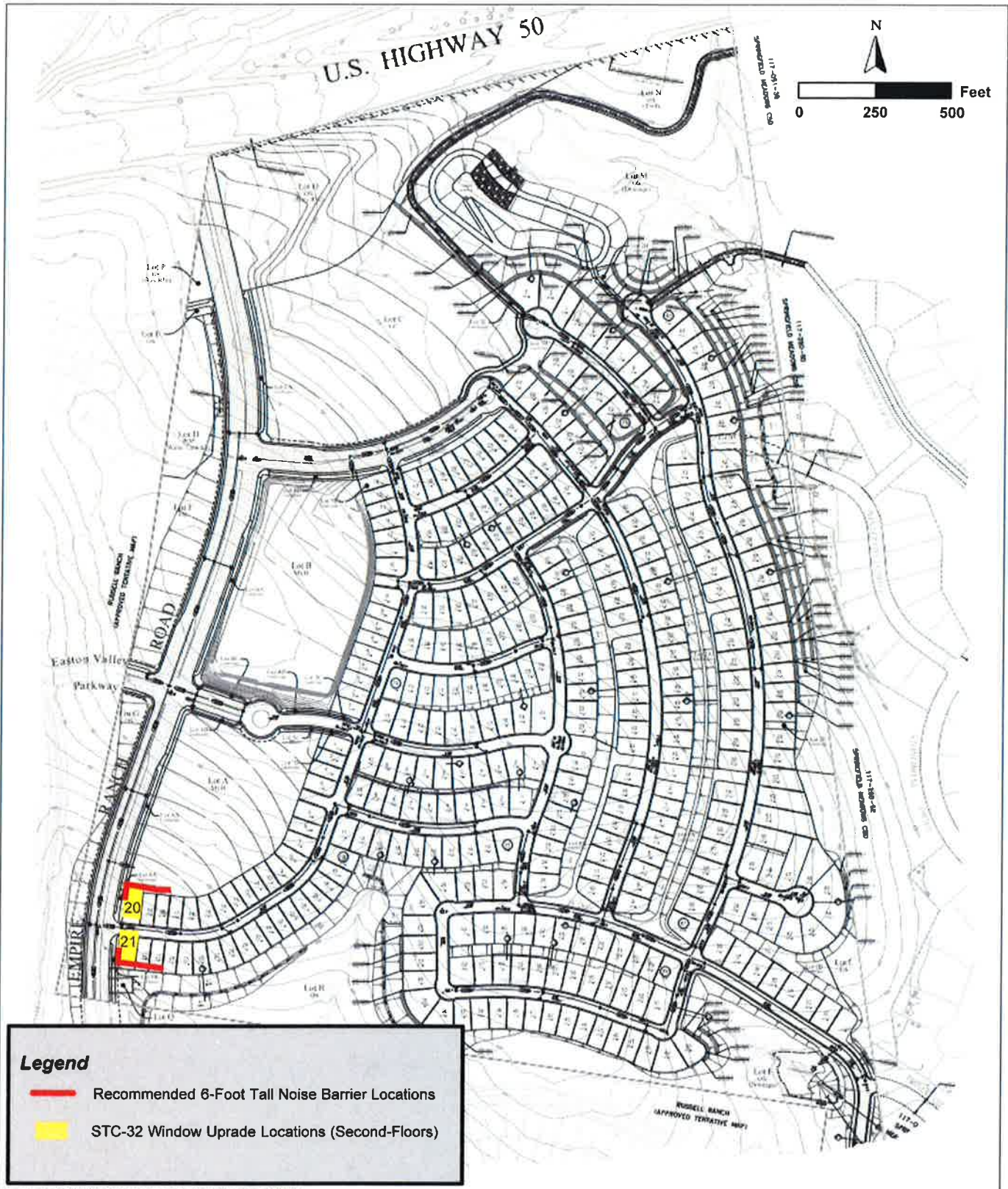
- ▲ Mitigation Measure 4.12-1: In order to achieve compliance with the City of Folsom exterior and interior noise level standards, and to address construction-related noise impacts at existing residences adjacent to the project site, the following specific noise mitigation measures are required:
  - Traffic noise barriers shall be constructed along selected lots adjacent to White Rock Road and future Empire Ranch Road at the locations indicated on Exhibits 4.12-1 and 4.12-2. Noise barrier heights of 6-feet tall relative to backyard elevation would be sufficient to ensure compliance with City of Folsom 60 dB Ldn noise level standard. Masonry is considered a suitable material for the traffic noise barriers. To preserve views, all or a portion of the recommended noise barriers could also be constructed of glass, provided the glass meets a minimum sound transmission class (STC) rating of 20. If glass is used as a barrier material, the height of the barriers required to achieve satisfaction with City noise standards would remain at the recommended height relative to backyard elevation (6 feet). Other materials may be acceptable but should be either approved by the City or reviewed by an acoustical consultant prior to use.
  - All second-floor bedroom windows of selected lots adjacent to White Rock Road and future Empire Ranch Road from which the roadway is visible shall be upgraded to a minimum Sound Transmission Class (STC) rating of 32 in order to comply with the City of Folsom 45 dB Ldn interior noise level standard with a margin of safety. Exhibits 4.12-1 and 4.12-2 show the specific lots where upgrades are required.
  - Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.

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

- ▲ Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.
- ▲ Mitigation Measure 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.
- ▲ Mitigation Measure 3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-Site Roadways.
- ▲ Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources.

The EIR/EIS concluded that the impacts of roadway noise would remain significant and unavoidable even with implementation of recommended mitigation. However, with the addition of site-specific noise mitigation measures as described in Mitigation Measure 4.12-1, the potential impacts related to roadway noise would be reduced to less than significant.



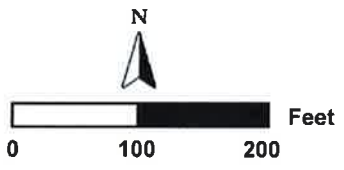
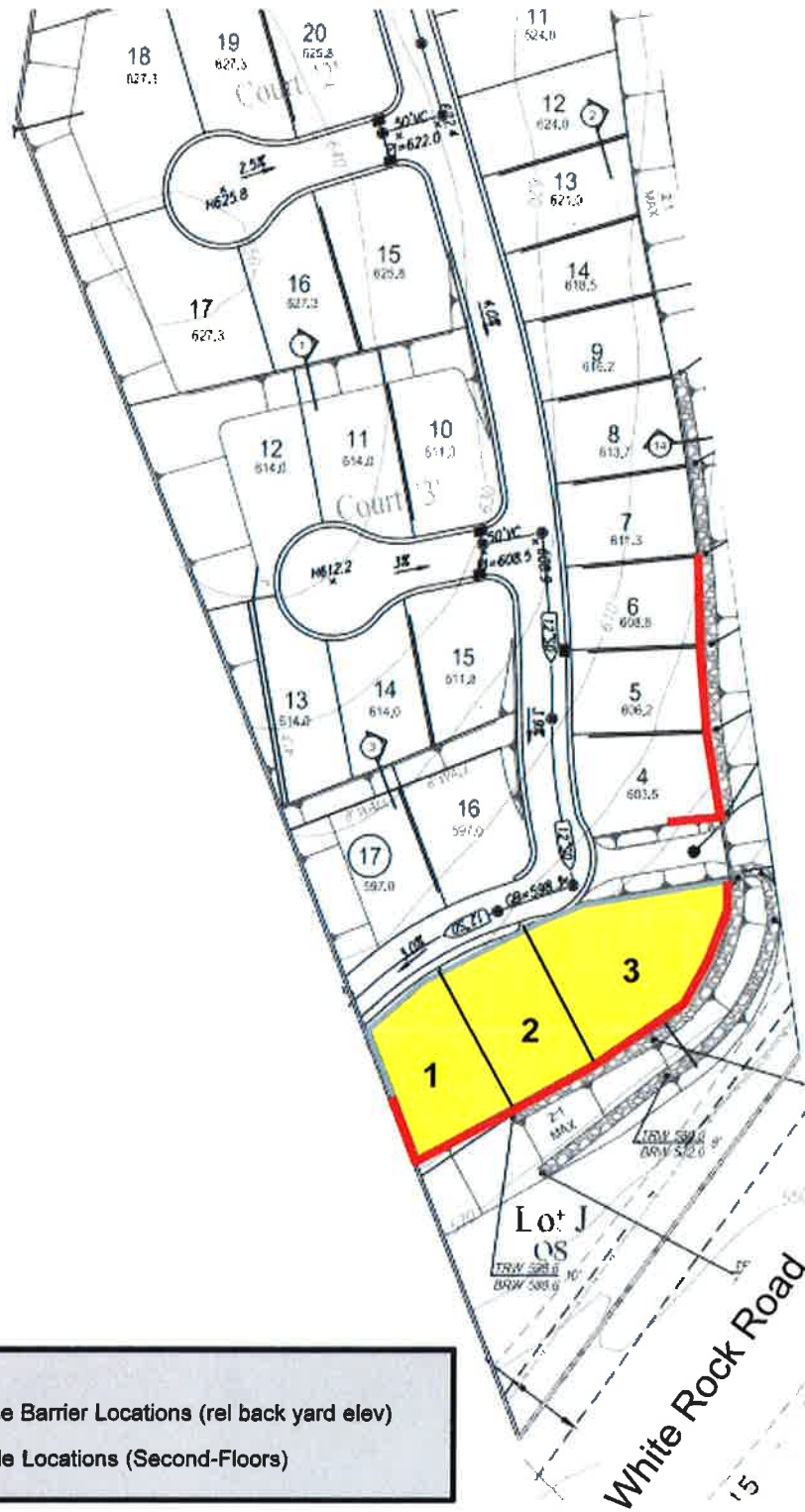


X16010133 01 003

**Exhibit 4.12-1**

**Main Portion of Site Plan and Required Noise Mitigation Measures**





**Legend**

- Required 6-foot tall Noise Barrier Locations (rel back yard elev)
- STC-32 Window Upgrade Locations (Second-Floors)

Source: BOLLARD Acoustical Consultants 2017

X16010133 01 004

**Exhibit 4.12-2 Southern Portion of Site Plan and Required Noise Mitigation Measures**





**CONCLUSION**

No new circumstances or project changes have occurred nor has any substantially important new information been found requiring new analysis or verification. Therefore, the conclusions of the FPASP EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant noise impacts. No further analysis is required.

## 4.13 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>13. Population and Housing. Would the project:</b>				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Setting pp. 3A.13-1 to 3A.13-6 Impacts 3A.13-1, 3A.13-2	No	No	NA
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Impact 3A.13-3	No	No	NA
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Impact 3A.13-3	No	No	NA

### 4.13.1 Discussion

No substantial change in the regulatory settings related to population and housing, described in EIR/EIS Section 3A.13 under Population, Employment and Housing – Land, has occurred since certification of the EIR in 2011 and the 2016 Addendum (See Appendix A). While the current application provides additional detail regarding the lotting pattern, phasing, and provision of utilities (e.g., water and wastewater), no changes to the environmental setting, or the types of activities or housing that would be implemented at the site has occurred.

The tentative subdivision map identifies that overall residential units have remained the same as that approved with the 2016 Addendum. Population is estimated based on an average number of persons per dwelling unit and differs between multi-family and single-family units. Because of this, there is a slight increase in estimated population (+2 persons). However, because there is no increase in the number of units and a difference of two persons (0.1 percent) falls within a standard deviation of error, this does not constitute a substantial change in growth compared to that evaluated in the EIR/EIS and 2016 Addendum. No new significant population and housing impacts would occur.

#### Mitigation Measures

None required.

#### CONCLUSION

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

## 4.14 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>14. Public Services.</b>				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any public services:				
i. Fire protection?	Setting pp. 3A.14-1 to 3A.14-2 Impacts 3A.14-1, 3A.14-2, 3A.14-3	No	No	Yes
ii. Police protection?	Setting pp. 3A.14-2 to 3A.14-3 Impact 3A.14-4	No	No	NA
iii. Schools?	Setting pp. 3A.14-3 to 3A.14-5 Impacts 3A.14-5, 3A.14-6	No	No	Yes
iv. Parks?	See below in Section 4.15, Recreation			

### 4.14.1 Discussion

No substantial change in the environmental and regulatory settings related to public services, described in EIR/EIS Sections 3A.14 under Public Services – Land, has occurred since certification of the EIR/EIS in 2011 and the 2016 Addendum (See Appendix A). While the current application provides additional detail regarding the lotting pattern, phasing, and provision of utilities (e.g., water and wastewater), no changes to the environmental setting, or the types of activities that would be implemented at the site has occurred. The same land area would be developed in the same pattern and development intensity. No substantial increase in population would occur. Nothing about the project changes would alter the conclusions of the 2016 Addendum or would be different from the issues identified and analyzed in the FPASP EIR/EIS. No new or substantially more severe public services impacts would occur.

### Mitigation Measures

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

- ▲ Mitigation Measure 3A.14-1: Prepare and implement a construction traffic control plan.
- ▲ Mitigation Measure 3A.14-2: Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if necessary, into project design and submit project design to the City of Folsom Fire Department for review and approval.

- ▲ Mitigation Measure 3A.14-3: Incorporate fire flow requirements into project designs.

As described in the 2016 Addendum, with implementation of these measures, public services impacts would be reduced to a less-than-significant level.

## **CONCLUSION**

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

## 4.15 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>15. Recreation.</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Setting pp. 3A.12-1 to 3A.12-11 Impacts 3A.12-1, 3A.12-2	No	No	NA
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Setting pp. 3A.12-1 to 3A.12-11 Impact 3A.12-1	No	No	NA

### 4.15.1 Discussion

No substantial change in the regulatory settings related to recreation, described in EIR/EIS Section 3A.12 under Parks and Recreation – Land, has occurred since certification of the EIR/EIS in 2011 and the 2016 Addendum (See Appendix A). While the current application provides additional detail regarding the lotting pattern, phasing, and provision of utilities (e.g., water and wastewater), no changes to the environmental setting, or the types of activities that would be implemented at the site has occurred. The same land area would be developed in the same pattern and development intensity. No substantial increase in population would occur. Nothing about the project changes would alter the conclusions of the 2016 Addendum or would be different from the issues identified and analyzed in the FPASP EIR/EIS.

### Mitigation Measures

None required.

### CONCLUSION

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



### 4.16 TRANSPORTATION/TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>16. Transportation/Traffic. Would the project:</b>				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Setting pp. 3A.15-8 to 3A.15-24 Impacts 3A.15-1, 3A.15-1a, 3A.15-1b, 3A.15-1c, 3A.15-1d, 3A.15-1e, 3A.15-1f, 3A.15-1g, 3A.15-1h, 3A.15-1i, 3A.15-1j, 3A.15-1k, 3A.15-1l, 3A.15-1m, 3A.15-1n, 3A.15-1o, 3A.15-1p, 3A.15-1q, 3A.15-1r, 3A.15-1s, 3A.15-1t, 3A.15-1u, 3A.15-1v, 3A.15-1w, 3A.15-1x, 3A.15-1y, 3A.15-1z, 3A.15-1aa, 3A.15-1bb, 3A.15-1cc, 3A.15-1dd, 3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, 3A.15-1ii, 3A.15-2, 3A.15-3, 3A.15-4, 3A.15-4a, 3A.15-4b, 3A.15-4c, 3A.15-4d, 3A.15-4e, 3A.15-4f, 3A.15-4g, 3A.15-4h, 3A.15-4i, 3A.15-4k, 3A.15-4l, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4q, 3A.15-4r, 3A.15-4s, 3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y,	No	No	Yes
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Setting pp. 3A.15-8 to 3A.15-24 Impacts 3A.15-1, 3A.15-1a, 3A.15-1b, 3A.15-1c, 3A.15-1d, 3A.15-1e, 3A.15-1f, 3A.15-1g, 3A.15-1h, 3A.15-1i, 3A.15-1j, 3A.15-1k, 3A.15-1l, 3A.15-1m, 3A.15-1n, 3A.15-1o, 3A.15-1p, 3A.15-1q, 3A.15-1r, 3A.15-1s, 3A.15-1t, 3A.15-1u, 3A.15-1v, 3A.15-1w, 3A.15-1x, 3A.15-1y, 3A.15-1z, 3A.15-1aa, 3A.15-1bb, 3A.15-1cc, 3A.15-1dd, 3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, 3A.15-1ii, 3A.15-2, 3A.15-3, 3A.15-4, 3A.15-4a, 3A.15-4b, 3A.15-4c, 3A.15-4d, 3A.15-4e, 3A.15-4f, 3A.15-4g, 3A.15-4h, 3A.15-4i, 3A.15-4k, 3A.15-4l, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4q, 3A.15-4r, 3A.15-4s, 3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y,	No	No	Yes

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Not addressed, no impact	No	No	NA
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Not addressed, no impact	No	No	NA
e. Result in inadequate emergency access?	Discussed under 4.14, Public Services	No	No	Yes
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Setting pp. 3A.15-8 to 3A.15-24 No Impact	No	No	NA

### 4.16.1 Discussion

The 2016 Addendum (Appendix A) provided an update to Section 3A.15 Traffic and Transportation of the EIR/EIS for the Folsom Heights area. No substantial change in the environmental and regulatory settings related to transportation/traffic, as described in the 2016 Addendum has occurred. On March 10, 2016, MRO Engineers completed an analysis confirming that the traffic impacts of the Folsom Heights project, as currently proposed, were adequately addressed in the EIR/EIS and presented that analysis in the 2016 Addendum. MRO has subsequently reviewed the current project changes and the analysis in the 2016 Addendum to determine whether the proposed tentative map and phasing plan for the site would result in any new or substantially more severe traffic impacts. That analysis is provided below.

The proposed tentative map project provides the layout of the internal streets and roadways within the plan area and the arrangement of the proposed residential lots. The proposed land use and total number of residential units has not changed since completion of the March 2016 transportation impact analysis. However, El Dorado Hills Community Services District (CSD) and El Dorado County Community Development Agency staff requested that the City of Folsom analyze several additional intersections that were not evaluated in the FPASP EIR/EIS or the 2016 Addendum. On February 7, 2017, MRO Engineers completed a traffic impact analysis which consisted of the following components:

- ▲ A consistency assessment to ensure that the tentative map is consistent with previous versions of the project and no significant impacts would result from the layout of the project.
- ▲ A traffic impact analysis for the following two intersections identified by CSD:
  - White Rock Road/Stonebriar Drive/Four Seasons Drive, and
  - Stonebriar Drive/Prima Drive.
- ▲ A traffic impact analysis for the following two road segments identified by the El Dorado County Community Development Agency staff:
  - White Rock Road between Stonebriar Drive and the Sacramento/El Dorado County line, and
  - White Rock Road between Stonebriar Drive and Manchester Drive.

As directed by City of Folsom staff, the study analyzed detailed traffic operations under the following four scenarios:

- ▲ Existing Conditions,
- ▲ Existing Plus Project Conditions,
- ▲ Cumulative No Project Conditions, and
- ▲ Cumulative Plus Project Conditions.

A summary of the analysis is provided below. Appendix B of this document contains the complete February 2017 Final Traffic Impact Analysis report.

### Consistency Assessment

Although some of the project’s acreage values for individual land uses have changed slightly, the total number of residential units and the commercial square footage are identical to the project that was evaluated in the March 2016 transportation impact analysis. That analysis determined that the traffic impacts of the proposed Folsom Heights SPA had been adequately addressed in the environmental documentation prepared with respect to the entire FPASP EIR/EIS. Specifically, the analysis determined that, in all three key time periods (i.e., daily, AM peak hour, and PM peak hour), the Folsom Heights SPA (evaluated in the 2016 Addendum) land use plan would generate less traffic than the Folsom Heights land use plan evaluated in the FPASP EIR/EIS. Further, the analysis determined that projected cumulative traffic operating conditions have not changed substantially since the FPASP EIR/EIS was certified. Therefore, the March 2016 analysis concluded that the findings presented in the traffic analysis for the FPASP EIR/EIS remained valid for the Folsom Heights SPA project, and no further traffic analysis was necessary. Since that time, El Dorado Hills CSD and El Dorado County Community Development Agency staff requested that additional intersections be evaluated and a summary of that evaluation is provided below.

### Impacts to Intersection Level of Service

MRO Engineers, Inc., evaluated existing and existing plus project traffic conditions on the two requested intersections. Table 4.16-1 presents the results of the level of service analysis for the Existing Plus Project scenario and Table 4.16-2 presents the results of the level of service analysis for the Cumulative Plus Project scenario.

**Table 4.16-1 Level of Service Summary<sup>1</sup> Existing Plus Project Conditions**

Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
		Existing Conditions			Existing + Project			Existing Conditions			Existing + Project		
		Delay <sup>2</sup>	LOS <sup>3</sup>	Meet Signal Warrant? <sup>4</sup>	Delay	LOS	Meet Signal Warrant?	Delay	LOS	Meet Signal Warrant?	Delay	LOS	Meet Signal Warrant?
White Rock Rd./Stonebriar Dr./Four Seasons Dr.	Signal	11.7	B	-	18.0	B	-	12.7	B	-	18.8	B	-
Stonebriar Dr./Prima Dr.	All-Way STOP	7.7	A	No	9.0	A	No	7.6	A	No	10.1	B	No
White Rock Road Segment		AM Peak Hour				PM Peak Hour							
		Existing Conditions		Existing + Project		Existing Conditions		Existing + Project					
		PFFS <sup>5</sup>	LOS	PFFS	LOS	PFFS	LOS	PFFS	LOS				
Sacramento/El Dorado Co. Line to Stonebriar Dr.	EB <sup>6</sup>	82.2%	C	81.8%	C	80.6%	C	80.4%	C				
	WB <sup>7</sup>	79.8%	C	79.4%	C	80.8%	C	80.5%	C				
Stonebriar Drive to Manchester Drive	EB	80.8%	C	76.0%	C	79.9%	C	75.1%	C				
	WB	78.6%	C	77.0%	C	78.6%	C	73.1%	D				

**Table 4.16-1 Level of Service Summary<sup>1</sup> Existing Plus Project Conditions**

Notes:

- 1 Reference: Transportation Research Board, *Highway Capacity Manual 2010*, Fifth Edition, December 2010.
- 2 Average control delay (seconds per vehicle).
- 3 Level of service.
- 4 "Peak Hour" signal warrant from "Part 4 – Highway Traffic Signals" of the *California Manual on Uniform Traffic Control Devices*, November 7, 2014.
- 5 Percent of free-flow speed.
- 6 Eastbound.
- 7 Westbound.

Source: MRO Engineers, Inc. 2017; Table 8

**Table 4.16-2 Level of Service Summary<sup>1</sup> Cumulative Plus Project Conditions**

Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
		Cumulative No Project Conditions			Cumulative + Project Conditions			Cumulative No Project Conditions			Cumulative + Project Conditions		
		Delay <sup>2</sup>	LOS <sup>3</sup>	Meet Signal Warrant? <sup>4</sup>	Delay	LOS	Meet Signal Warrant?	Delay	LOS	Meet Signal Warrant?	Delay	LOS	Meet Signal Warrant?
White Rock Rd./Stonebriar Dr./Four Seasons Dr.	Signal	11.5	B	-	14.0	B	-	13.4	B	-	16.7	B	-
Stonebriar Dr./Prima Dr.	All-Way STOP	7.8	A	No	8.1	A	No	7.7	A	No	8.2	A	No
White Rock Road Segment		AM Peak Hour						PM Peak Hour					
		Cumulative No Project Conditions		Cumulative + Project Conditions		Cumulative No Project Conditions		Cumulative + Project Conditions					
		Density <sup>5</sup>	LOS	Density	LOS	Density	LOS	Density	LOS				
Sacramento/El Dorado Co. Line to Stonebriar Dr.	EB <sup>6</sup>	16.3	B	17.0	B	14.1	B	15.1	B				
	WB <sup>7</sup>	10.6	A	11.3	B	13.8	B	14.9	B				
Stonebriar Drive to Manchester Drive	EB	16.7	B	17.7	B	15.1	B	16.3	B				
	WB	10.6	A	11.2	B	13.7	B	15.1	B				

Notes:

- 1 Reference: Transportation Research Board, *Highway Capacity Manual 2010*, Fifth Edition, December 2010.
- 2 Average control delay (seconds per vehicle).
- 3 Level of service.
- 4 "Peak Hour" signal warrant from "Part 4 – Highway Traffic Signals" of the *California Manual on Uniform Traffic Control Devices*, November 7, 2014.
- 5 Passenger cars per mile per lane.
- 6 Eastbound.
- 7 Westbound.

Source: MRO Engineers, Inc. 2017; Table 11

**AM Peak Hour**

Both study intersections are projected to operate acceptably under the El Dorado County level of service (LOS) E standard for both existing plus Project and Cumulative Plus Project scenarios. Further, no change in level of service is projected upon addition of the project-generated traffic. The intersection at White Rock Rd./Stonebriar Dr./Four Seasons Dr. is projected to remain at LOS B under project and cumulative conditions. The intersection at Stonebriar Dr./Prima Dr. is projected to remain at LOS A under project and cumulative conditions. The Stonebriar Drive/Prima Drive intersection will have insufficient traffic to meet the "Peak Hour" signal warrant requirements. In summary, the project's impact would be less than significant in the AM peak hour.

### **PM Peak Hour**

Addition of the project-generated traffic in the weekday PM peak hour would result in relatively small increases in intersection delay at the study intersections. Both locations would continue to operate at LOS A or B (similar to the AM peak hour). The “Peak Hour” signal warrant requirements will not be met at Stonebriar Drive/Prima Drive, so continuation of all-way-stop control is appropriate. As in the AM peak hour, the project’s impact is considered less than significant.

## **Impacts to Roadway Segment Level of Service**

### **AM Peak Hour**

Under existing conditions, both segments of road operate at LOS C during the AM peak hour. With the addition of the project-generated traffic, both segments would remain at LOS C in existing plus project scenario. In the cumulative condition, the LOS would improve to LOS B in the eastbound segments and LOS A in the westbound segments (due to planned roadway improvements). In the cumulative plus project scenario, both westbound segments would decline from LOS A to LOS B; however, all of the study segments would continue to operate at acceptable levels of service. Thus, the project’s impact would be less than significant.

### **PM Peak Hour**

Under the existing plus project scenario in the PM peak hour, no change in level of service is expected on three of the four study segments of White Rock Road, where it would operate at an acceptable LOS C. The westbound segment between Stonebriar Drive and Manchester Drive is projected to decline from LOS C to LOS D, but would continue to operate at an acceptable level of service. Under the cumulative plus project scenario, no change in level of service is expected on all four study segments of White Rock Road. Both segments are projected to operate at LOS B in both directions. The project’s impact would be less than significant.

## **Mitigation Measures**

In both peak-hour periods, the Folsom Heights tentative map project would result in less-than-significant impacts to traffic operations at the study intersections and roadway segments under cumulative conditions. Therefore, no off-site mitigation measures are required.

## **Project Phasing Assessment**

The analysis presented above considered the potential traffic impacts of buildout of the Folsom Heights tentative map under Cumulative Plus Project (i.e., buildout) conditions. Because the project would be constructed in four phases, an assessment was conducted to determine whether significant traffic impacts might be associated with any of the intermediate project phases under cumulative conditions.

Table 4.16-3, below, presents estimated AM and PM peak hour trip generation values for each of the project phases. As shown, in both peak-hour periods, the estimated volume of project-generated traffic associated with each of the phases and combinations of phases is substantially less than the estimated buildout values analyzed in detail above. Further, preliminary assignments of project-generated traffic to the study locations confirm that the volume of project-related traffic upon completion of each phase would be less than the buildout values and would operate at acceptable levels of service (MRO Engineers, 2017).

Given that buildout of the proposed Folsom Heights tentative map project would result in no significant impacts under cumulative conditions and each of the intermediate phases would generate substantially less traffic than project buildout, construction of each those phases would not result in any additional significant traffic impacts at the study locations that were not previously considered and evaluated.



**Table 4.16-3 Project Trip Generation Estimate by Phase<sup>1</sup>**

Project Phase	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Phase 1	25	76	101	85	50	135
Phase 2	50	150	200	168	98	266
<i>Phase 1 + 2 Subtotal</i>	<i>75</i>	<i>226</i>	<i>301</i>	<i>253</i>	<i>148</i>	<i>401</i>
Phase 3	24	73	97	81	48	129
<i>Phase 1 + 2 + 3 Subtotal</i>	<i>99</i>	<i>299</i>	<i>398</i>	<i>334</i>	<i>196</i>	<i>530</i>
<b>Buildout<sup>2</sup></b>	<b>282</b>	<b>410</b>	<b>692</b>	<b>642</b>	<b>515</b>	<b>1,157</b>

## Notes:

<sup>1</sup> Reference: Institute of Transportation Engineers, *Trip Generation Manual*, Ninth Edition, 2012.

<sup>2</sup> See Table 7.

Source: MRO Engineers, Inc. 2017; Table 9

## Mitigation Measures

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

- ▲ Mitigation Measure 3A.15-1a: The applicant shall pay a fair share to fund the construction of improvements to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).
- ▲ Mitigation Measure 3A.15-1b: The applicant shall pay a fair share to fund the construction of improvements at the Sibley Street/Blue Ravine Road intersection (Intersection 2).
- ▲ Mitigation Measure 3A.15-1c: The applicant shall fund and construct improvements to the Scott Road (West)/White Rock Road intersection (Intersection 28).
- ▲ Mitigation Measure 3A.15-1e: Fund and construct improvements to the Hillside Drive/Easton Valley Parkway intersection (Intersection 41).
- ▲ Mitigation Measure 3A.15-1f: Fund and construct improvements to the Oak Avenue Parkway/Middle Road intersection (Intersection 44).
- ▲ Mitigation Measure 3A.15-1h: Participate in fair share funding of improvements to reduce impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).
- ▲ Mitigation Measure 3A.15-1i: Participate in fair share funding of improvements to reduce impacts on the Grant Line Road/White Rock Road intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).
- ▲ Mitigation Measure 3A.15-1j: Participate in fair share funding of improvements to reduce impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).
- ▲ Mitigation Measure 3A.15-1l: Participate in fair share funding of improvements to reduce impacts on the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).
- ▲ Mitigation Measure 3A.15-1o: Participate in fair share funding of improvements to reduce impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 eastbound ramps intersection (Caltrans Intersection 4).

- ▲ Mitigation Measure 3A.15-1p: Participate in fair share funding of improvements to reduce impacts on the Grant Line Road/ State Route 16 intersection (Caltrans Intersection 12).
- ▲ Mitigation Measure 3A.15-1q: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).
- ▲ Mitigation Measure 3A.15-1r: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).
- ▲ Mitigation Measure 3A.15-1s: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).
- ▲ Mitigation Measure 3A.15-1u: Participate in fair share funding of improvements to reduce impacts on westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).
- ▲ Mitigation Measure 3A.15-1v: Participate in fair share funding of improvements to reduce impacts on westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).
- ▲ Mitigation Measure 3A.15-1w: Participate in fair share funding of improvements to reduce impacts on U.S. 50 eastbound / Folsom Boulevard ramp merge (Freeway Merge 4).
- ▲ Mitigation Measure 3A.15-1x: Participate in fair share funding of improvements to reduce impacts on U.S. 50 eastbound / Prairie City Road diverge (Freeway Diverge 5).
- ▲ Mitigation Measure 3A.15-1y: Participate in fair share funding of improvements to reduce impacts on U.S. 50 eastbound / Prairie City Road direct merge (Freeway Merge 6).
- ▲ Mitigation Measure 3A.15-1z: Participate in fair share funding of improvements to reduce impacts on U.S. 50 eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).
- ▲ Mitigation Measure 3A.15-1aa: Participate in fair share funding of improvements to reduce impacts on U.S. 50 eastbound / Oak Avenue Parkway loop merge (Freeway Merge 9).
- ▲ Mitigation Measure 3A.15-1dd: Participate in fair share funding of improvements to reduce impacts on U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 23).
- ▲ Mitigation Measure 3A.15-1ee: Participate in fair share funding of improvements to reduce impacts on U.S. 50 westbound / Oak Avenue Parkway loop ramp merge (Freeway Merge 29).
- ▲ Mitigation Measure 3A.15-1ff: Participate in fair share funding of improvements to reduce impacts on U.S. 50 westbound / Prairie City Road loop ramp merge (Freeway Merge 32).
- ▲ Mitigation Measure 3A.15-1gg: Participate in fair share funding of improvements to reduce impacts on U.S. 50 westbound / Prairie City Road direct ramp merge (Freeway Merge 33).
- ▲ Mitigation Measure 3A.15-1hh: Participate in fair share funding of improvements to reduce impacts on U.S. 50 eastbound / Folsom Boulevard diverge (Freeway Diverge 34).
- ▲ Mitigation Measure 3A.15-1ii: Participate in fair share funding of improvements to reduce impacts on U.S. 50 westbound / Hazel Avenue direct ramp merge (Freeway Merge 38).
- ▲ Mitigation Measure 3A.15-2a: Develop commercial support services and mixed-use development concurrent with housing development, and develop and provide options for alternative transportation modes.

- ▲ Mitigation Measure 3A.15-2b: Participate in the city's Transportation System Management Fee Program.
- ▲ Mitigation Measure 3A.15-2c: Participate with the U.S. 50 corridor transportation management association.
- ▲ Mitigation Measure 3A.15-3: Pay full cost of identified improvements that are not funded by the city's fee program.
- ▲ Mitigation Measure 3A.15-4a: The applicant shall pay a fair share to fund the construction of improvements to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).
- ▲ Mitigation Measure 3A.15-4b: The applicant shall pay a fair share to fund the construction of improvements to the Oak Avenue Parkway/East Bidwell Street intersection (Folsom Intersection 6).
- ▲ Mitigation Measure 3A.15-7c: The applicant shall pay a fair share to fund the construction of improvements to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).
- ▲ Mitigation Measure 3A.15-4d: The applicant shall pay a fair share to fund the construction of improvements to the East Bidwell Street/Iron Point Road intersection (Folsom Intersection 21).
- ▲ Mitigation Measure 3A.15-4e: The applicant shall pay a fair share to fund the construction of improvements to the Serpa Way/ Iron Point Road intersection (Folsom Intersection 23).
- ▲ Mitigation Measure 3A.15-4f: The applicant shall pay a fair share to fund the construction of improvements to the Empire Ranch Road / Iron Point Road intersection (Folsom Intersection 24).
- ▲ Mitigation Measure 3A.15-4g: The Applicant shall fund and construct improvements to the oak avenue Parkway / Easton Valley Parkway intersection (Folsom Intersection 33).
- ▲ Mitigation Measure 3A.15-4i: Participate in fair share funding of improvements to reduce impacts on the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).
- ▲ Mitigation Measure 3A.15-4j: Participate in fair share funding of improvements to reduce impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).
- ▲ Mitigation Measure 3A.15-4k: Participate in fair share funding of improvements to reduce impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).
- ▲ Mitigation Measure 3A.15-4l: Participate in fair share funding of improvements to reduce impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 westbound ramps (Sacramento County Roadway Segment s 12-13).
- ▲ Mitigation Measure 3A.15-4m: Participate in fair share funding of improvements to reduce impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).
- ▲ Mitigation Measure 3A.15-4n: Participate in fair share funding of improvements to reduce impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).
- ▲ Mitigation Measure 3A.15-4o: Participate in fair share funding of improvements to reduce impacts on the White Rock Road / Carson Crossing Road intersection (El Dorado County 1).
- ▲ Mitigation Measure 3A.15-4p: Participate in fair share funding of improvements to reduce impacts on the Hazel Avenue/U.S. 50 Westbound Ramps intersection (Caltrans Intersection 1).

- ▲ Mitigation Measure 3A.15-4q: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).
- ▲ Mitigation Measure 3A.15-4r: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).
- ▲ Mitigation Measure 3A.15-4s: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).
- ▲ Mitigation Measure 3A.15-4t: Participate in fair share funding of improvements to reduce impacts on eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).
- ▲ Mitigation Measure 3A.15-4u: Participate in fair share funding of improvements to reduce impacts on the U.S. 50 eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).
- ▲ Mitigation Measure 3A.15-4v: Participate in fair share funding of improvements to reduce impacts on the U.S. 50 eastbound / Prairie City Road flyover on ramp to Oak Avenue Parkway off ramp weave (Freeway Weave 7).
- ▲ Mitigation Measure 3A.15-4w: Participate in fair share funding of improvements to reduce impacts on U.S. 50 eastbound / Oak Avenue Parkway loop ramp merge (Freeway Merge 8).
- ▲ Mitigation Measure 3A.15-4x: Participate in fair share funding of improvements to reduce impacts on U.S. 50 westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).
- ▲ Mitigation Measure 3A.15-4y: Participate in fair share funding of improvements to reduce impacts on U.S. 50 westbound / Prairie City Road loop ramp merge (Freeway Merge 35).

The EIR/EIS concluded that the impacts of impacts to some intersections' and roadways' level of service would remain significant and unavoidable even with implementation of recommended mitigation. No additional mitigation measures are available to reduce or eliminate the impacts.

## CONCLUSION

The February 2017 traffic impact analysis is consistent with the analysis completed for the approved FPASP EIR/EIS and the 2016 Addendum. The project would not result in new or substantially more severe significant impacts to transportation. Therefore, the conclusions of the FPASP EIR/EIS remain valid.

### 4.17 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
<b>17. Utilities and Service Systems. Would the project:</b>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Setting pp. 3A.16-1 to 3A.16-3 and 3A.18-1 to 3A.18-6 Impacts 3A.16-1, 3A.16-2, 3A.18-2, 3A.16-3, 3A.16-4, 3A.16-5	No	No	Yes
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Setting pp. 3A.16-1 to 3A.16-3 and 3A.18-1 to 3A.18-6 Impacts 3A.16-1, 3A.16-2, 3A.18-2, 3A.16-3, 3A.16-4, 3A.16-5	No	No	Yes
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Setting p. 4-68	No	No	Yes
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Setting pp. 3A.18-1 to 3A.18-6 Impact 3A.18-1	No	No	Yes
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Setting pp. 3A.16-1 to 3A.16-3 Impacts 3A.16-2, 3A.16-3, 3A.16-4, 3A.16-5	No	No	Yes
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Setting pp. 3A.16-3 to 3A.16-4 Impacts 3A.16-6, 3A.16-7	No	No	NA
g. Comply with federal, state, and local statutes and regulations related to solid waste?	Setting p. 3A.16-4 Impacts 3A.16-6, 3A.16-7	No	No	NA
h. Create demand for natural gas, electricity, telephone, and other utility services that cannot be met.	Setting pp. 3A.16-5 to 3A.16-7 Impacts 3A.16-8, 3A.16-9, 3A.16-10, 3A.16-11	No	No	NA
i. Result in inefficient, wasteful, and unnecessary consumption of energy.	Setting pp. 3A.16-5 to 3A.16-6, 3A.16-8 Impact 3A.16-12	No	No	NA



### 4.17.1 Discussion

No substantial change in the environmental and regulatory settings related to utilities and service systems as described in EIR/EIS Section 3A.16 Utilities and Service Systems – Land has occurred since certification of the EIR/EIS in 2011 and the 2016 Addendum (See Appendix A). While the current application provides additional detail, these changes do not constitute a change in circumstances regarding utilities and service systems as described below.

The tentative map application provides a conceptual phasing plan for utilities and confirmation of service from utility agencies. No changes are proposed for the backbone infrastructure or the overall sizing and capacity of utility infrastructure would occur (as approved by the City Council as part of the FPASP). The applicant has prepared a draft facilities plan report (FPR) which provides detail on proposed locations for the utility facilities. They are in consultation with EID to review and finalize the exact locations. The proposed detailed phasing and location of facilities within the plan area would not change the analysis or alter the conclusions of the FPASP EIR/EIS because the FPASP EIR/EIS assumed that infrastructure would be developed in phases and that it would be located within each area as needed to serve the area (City of Folsom 2010; p. 2-37). The project's detailed phasing and utility location plan (as drafted and finalized through the FPR review process) would be consistent with these assumptions.

The 2016 Addendum stated that “Water for the project would be provided by EID, and prior to approval of the project, EID will review the project and provide proof that there is adequate water supply to serve the project” (City of Folsom 2016). Mitigation Measure 3A.16-5 of the EIR/EIS requires the applicant to obtain and submit proof that EID would have enough wastewater treatment capacity to serve the development. Mitigation Measure 3A.18-1 requires that the applicant “demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map” (City of Folsom 2011).

EID has provided the applicant with a sewer and water service letter that states “As of January 1, 2016, there were 20,417 equivalent dwelling units (EDUs) of potable water supply available in the District's El Dorado Hills supply area. The proposed Folsom Heights project, as proposed on this date, would require approximately 522 EDUs of water supply. As of the date of this letter [December 21, 2016], the District has sufficient water and sewer capacity to serve the proposed Folsom Heights project” (EID 2016).

The letter provides additional detail on how the applicant and City would fulfill the mitigation required in the EIR/EIS. However, through consultations with EID, the applicant has met its mitigation requirements needed for consideration of tentative map approval.

As described in the Project Description, under 2.5.2. Phasing, there is a potential for Phase 3 to gravity sewer towards the City of Folsom. If that becomes the preferred sewer method, the City would enter into an agreement with EID to provide wastewater service for these lots, while acknowledging that the subject lots remain within the jurisdictional boundaries of EID.

Within the Folsom system, sewage is routed through interceptors owned by the Sacramento Regional County Sanitation District (SRSCSD) and treated at the Sacramento Regional Wastewater Treatment Plant (SRWTP) located just north of Elk Grove. Two interceptors, the Folsom East Interceptor and the Folsom Interceptor, and one pump station serve the City. Because of water conservation measures, recent and projected wastewater inflows to the SRCSD system have been flat and declining, with the 2006 high level of approximately 170 million gallons per day (mgd) not anticipated to be surpassed again until the year 2025. The SRWTP has a permitted dry-weather flow design capacity of 181 million gallons per day (mgd), which is not expected to be exceeded until after 2030. The SWRTP's 2020 Master Plan provides for the expansion of the SRWTP capacity to 218 mgd if needed (Folsom 2014: 8-27).

The SRCSD is in the process of constructing upgrades to the SRWTP (EchoWater Project) to meet more stringent treatment levels required by the Central Valley RWQCB. To meet these requirements, the SRCSD is undertaking a major upgrade to the SRWTP to implement new processes, including; biological nutrient removal that will eliminate nearly all ammonia and most nitrate from treated effluent; filtering to remove very small particles and pathogens; and a higher level of disinfection to remove even more pathogens. The EchoWater Project is projected to be phased in beginning in 2020, with project completion in 2023 (SRCSD 2016).

The City of Folsom has reviewed the application and deemed it complete. If the project is approved and Phase 3 sewers are connected to the City of Folsom sewer system, the City would provide wastewater service to the site. As described above, the City has sufficient capacity to treat wastewater associated with the project.

No other changes related to storm drainage facilities, solid waste services, or electricity or natural gas services are proposed. No new significant or substantially more severe environmental impacts would occur.

### **Mitigation Measures**

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

- ▲ Mitigation Measure 3A.16-1: Submit proof of adequate on- and off-site wastewater conveyance facilities and implement on- and off-site infrastructure service systems or ensure that adequate financing is secured.
- ▲ Mitigation Measure 3A.16-3: Demonstrate adequate SRWTP wastewater treatment capacity.
- ▲ Mitigation Measure 3A.16-4: Submit proof of adequate EID off-site wastewater conveyance facilities and implement EID off-site infrastructure service systems or ensure that adequate financing is secured.
- ▲ Mitigation Measure 3A.16-5: Demonstrate adequate El Dorado Hills Wastewater Treatment Plant capacity.
- ▲ Mitigation Measure 3A.18-1: Submit proof of surface water supply availability.
- ▲ Mitigation Measure 3A.18-2a: Submit proof of adequate off-site water conveyance facilities and implement off-site infrastructure service system or ensure that adequate financing is secured.
- ▲ Mitigation Measure 3A.18-2b: Demonstrate adequate off-site water treatment capacity (if the off-site water treatment plant option is selected).

The EIR/EIS concluded that there were potential significant and unavoidable impacts addressing environmental effects associated with improvements to treatment plant facilities. However, the project relies on EID for water and sewer utility services, which has capacity without improvements. With implementation of the above measures, other impacts related to utilities and service systems would be reduced to a less-than-significant level.

### **CONCLUSION**

No changes in circumstances would result in new or substantially more severe significant environmental impacts related to utilities and service systems, compared to the analysis presented in the FPASP EIR/EIS and 2016 Addendum. Therefore, the conclusions of the certified Final EIR/EIS remain valid and no additional analysis is required.

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## 5 LIST OF PREPARERS AND PERSONS CONSULTED

### 5.1 LIST OF PREPARERS

#### **Ascent Environmental**

Amanda Olekszulín ..... Principal-in-Charge  
Elizabeth Boyd ..... Project Manager/Environmental Planner  
Phi Ngo ..... GIS Analyst/Graphics  
Gayiety Lane ..... Document Production

#### **MRO Engineers, Inc.**

Neal K. Liddicoat, P.E. .... Transportation

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## 6 REFERENCES

- California State Office of Historic Preservation. 2015 (November 10). Reference Number COE090818A. Letter to Lisa M. Gibson, Senior Project Manager, Department of the Army Corps of Engineers from Julianne Polanco, State Historic Preservation Officer
- EID. See El Dorado Irrigation District.
- El Dorado Irrigation District. 2016 (December 21). Folsom Heights - Sewer and Water Service Letter. Placerville, CA. Letter memorandum to Bob Robinson of Folsom Heights, LLC. Newport Beach, CA.
- City of Folsom. 2010 (June). Public Draft EIR/EIS for the Folsom South of U.S. Highway 50 Specific Plan Project. SCH #2008092051. Available: [http://folsom-web.civica.granicuslabs.com/city\\_hall/depts/community/annexation/current\\_documents.asp](http://folsom-web.civica.granicuslabs.com/city_hall/depts/community/annexation/current_documents.asp). Accessed February 8, 2017.
- City of Folsom. 2011 (May). Mitigation Monitoring and Reporting Program for the Folsom South of U.S. Highway 50 Specific Plan Project. SCH #2008092051. Available: [http://folsom-web.civica.granicuslabs.com/city\\_hall/depts/community/annexation/current\\_documents.asp](http://folsom-web.civica.granicuslabs.com/city_hall/depts/community/annexation/current_documents.asp). Accessed February 8, 2017.
- \_\_\_\_\_. 2016. Folsom Plan Area Specific Plan Amendment for the Folsom Heights Area Environmental Checklist and Addendum. Folsom, CA. Prepared by Ascent Environmental, Inc. Sacramento, CA.
- \_\_\_\_\_. 2014 (April). City of Folsom General Plan Update Existing Conditions Report. Available: <http://folsom2035.com/documents>. Accessed February 21, 2017.
- ECORP. See ECORP Consulting Inc.
- ECORP Consulting Inc. 2016 (July). *Cultural Resources Inventory Report Folsom Heights Off-sites Project*. Prepared for Executive Hotels and Resorts. Rocklin, CA.
- MRO Engineers, Inc. 2017 (February 7). Final Traffic Impact Analysis. Auburn, CA. Prepared for Ascent Environmental, Inc. and City of Folsom Community Development Department.
- SHPO. See California State Office of Historic Preservation.
- USACE. See United States Army Corps of Engineers
- United States Army Corps of Engineers. 2017 (February 10). Reference Number COE090818A. Letter to Ms. Julianne Polanco, State Historic Preservation Officer from Lisa Gibson, Regulatory Permit Specialist. Sacramento, CA.

**Attachment 17**

**Capital Southeast Connector JPA Letter  
Dated April 7, 2017**

April 7, 2017

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

Dear Steve,

Thank you again for the opportunity to review and provide comments on the Folsom Heights Subdivision Plans. Previously this development had three outstanding items that the Connector JPA had commented on and I am pleased to note that these items have been addressed satisfactorily:

1) "Lot 20" Irrevocable Offer of Dedication for the Connector

The revised Tentative Subdivision Map, February 22, 2017, shows an IOD and the proposed connector improvements are captured within the IOD.

2) A proposed drainage basin located near the Connector and the future Empire Ranch Road interchange.

There is no need to change the design shown today as it works for the Phase 1 Connector alignment. When the future Phase 2 interchange is constructed (at an unknown future date) the basin will require a minor reconfiguration as new embankment from the interchange ramp will be added on the southern boundary. This work will be completed when the interchange is constructed and it is not anticipated to require a bridge or structure. The capacity of the basin when the future interchange is constructed is anticipated to accommodate the interchange ramp.

3) A proposed 12-inch water line extending from El Dorado County, along the Connector, and then north into the development.

The enclosed exhibit shows the proposed location of a 12" water line extension along White Rock Road for service to the Folsom Heights project. The design has been revised so that the line is located outside of the proposed Connector improvements.

Again, thank you for the opportunity to review the Folsom Heights project. If any of the responses above are unclear or warrant further discussion please feel free to contact me.

Sincerely,

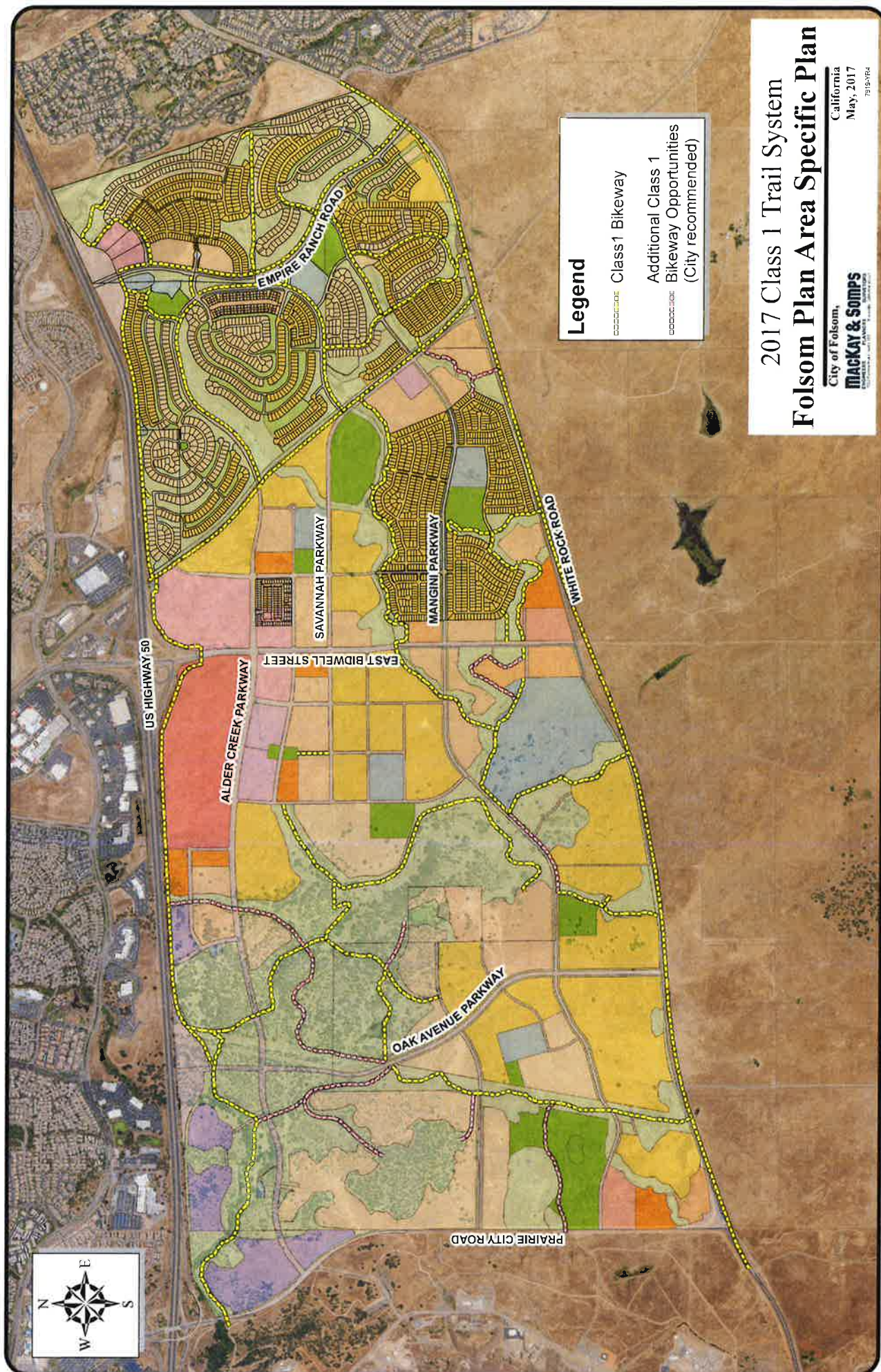


Derek Minnema, P.E.  
Project Manager

**Attachment 18**

**Trail System Master Plan Exhibit for FPASP  
Dated May, 2017**





**Legend**

- Class 1 Bikeway
- Additional Class 1 Bikeway Opportunities (City recommended)

**2017 Class 1 Trail System**  
**Folsom Plan Area Specific Plan**

City of Folsom, California  
**MACKAY & SOMPS**  
 PLANNERS & ENGINEERS  
 May, 2017  
 7/19/16/14

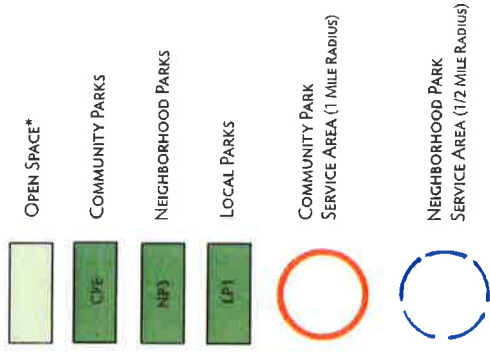


Attachment 19

Park Exhibit for FPASP

PARKS

SECTION 9  
PARKS



\* OPEN SPACE SHOWN TO INDICATE THE LINK BETWEEN OPEN SPACE AND PARKS. OPEN SPACE NOT INCLUDED IN PARK LAND DEDICATION.

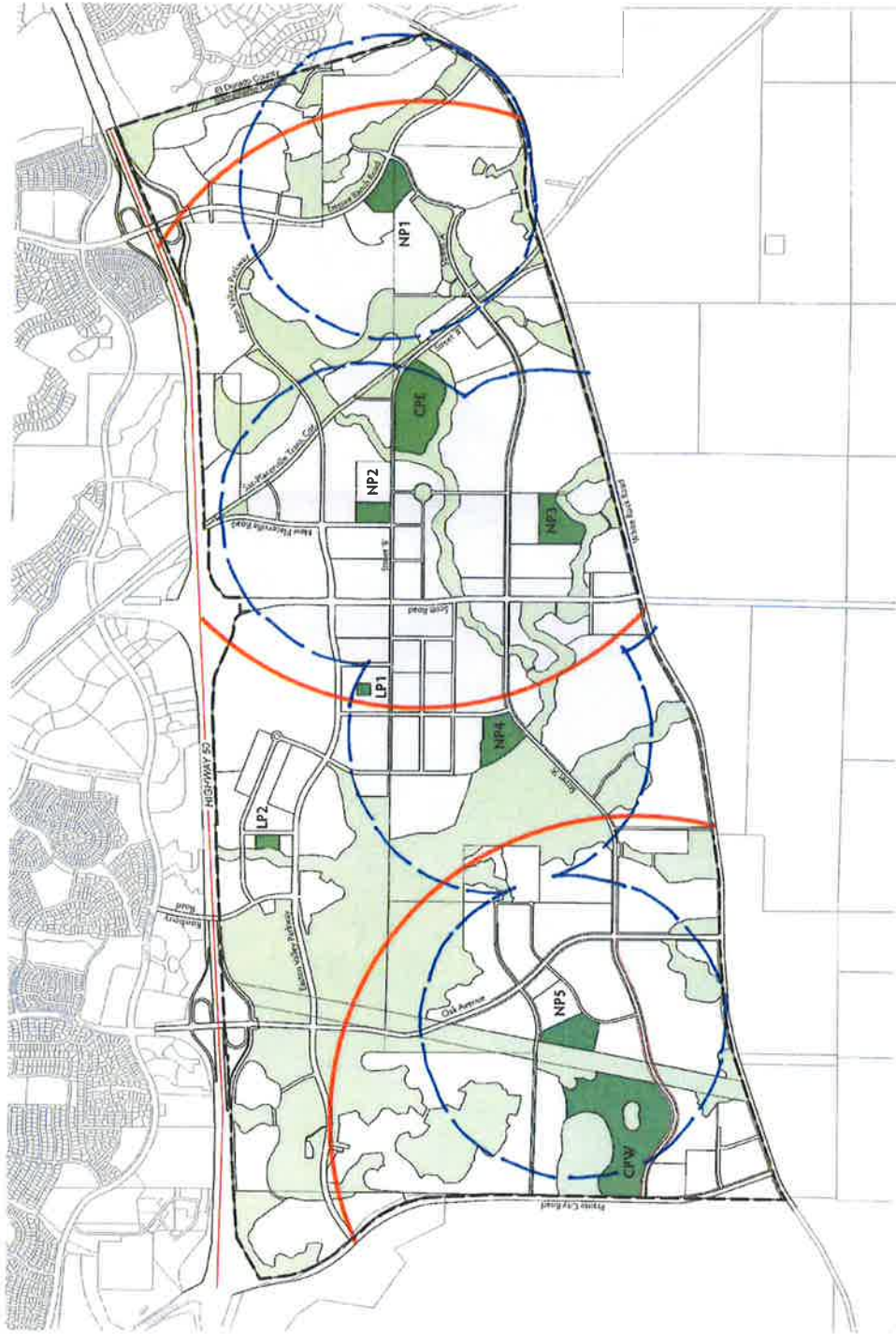


FIGURE 9.1 PARKS PLAN

Attachment 20

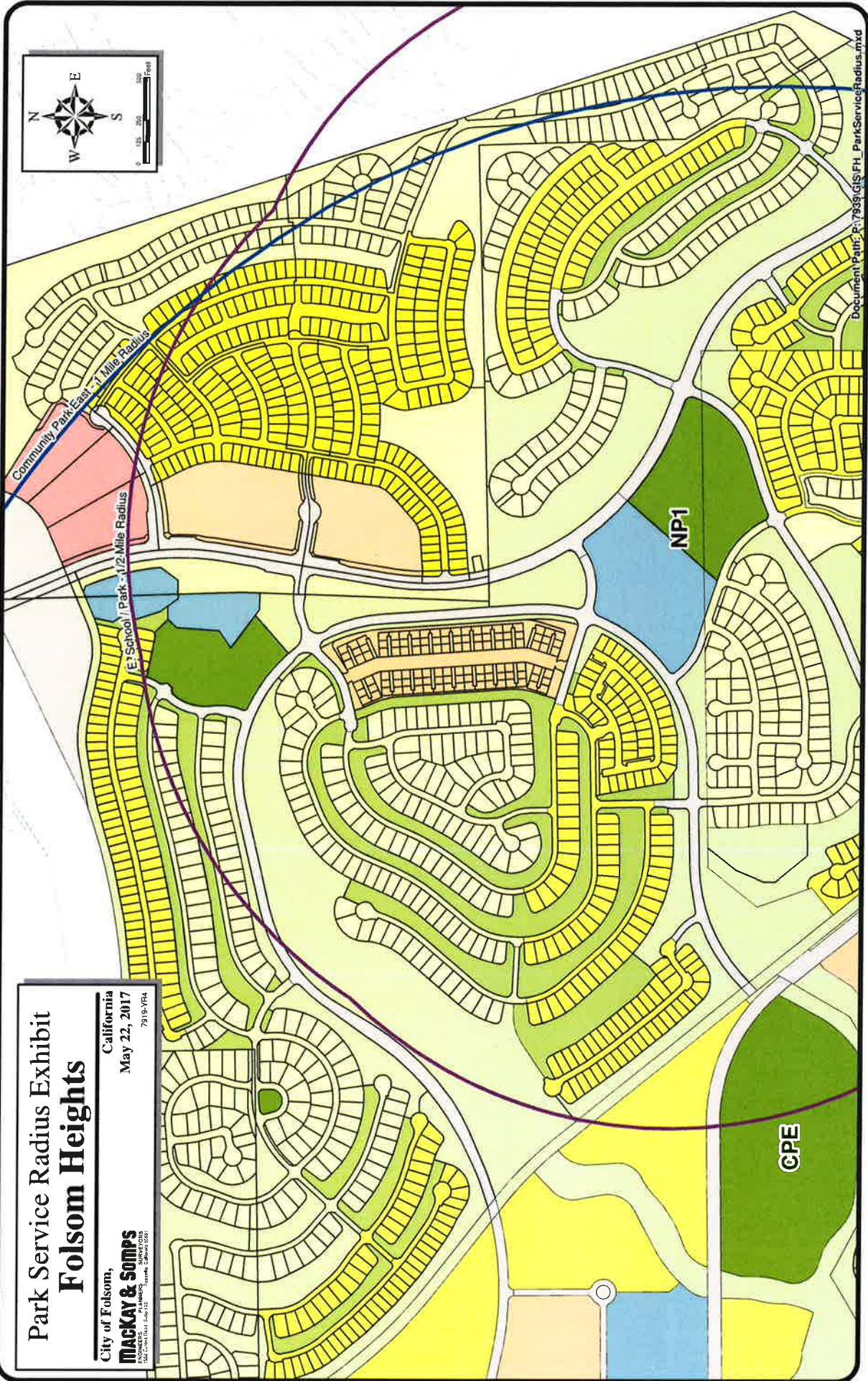
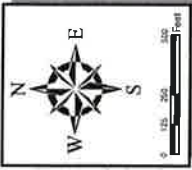
Park Service Radius Exhibit, dated May 22, 2017



# Park Service Radius Exhibit Folsom Heights

City of Folsom, California  
May 22, 2017  
7819-VR4

**MACKAY & SOMPS**  
PLANNERS ARCHITECTS ENGINEERS  
10000 FOLSOM BLVD., SUITE 1000  
FOLSOM, CA 95630



Document Path: P:\7839\GIS\FH\_ParkServiceRadius.mxd

Attachment 21

School Exhibit for FPASP



PUBLIC SERVICES & FACILITIES

SECTION II  
PUBLIC SERVICES & FACILITIES

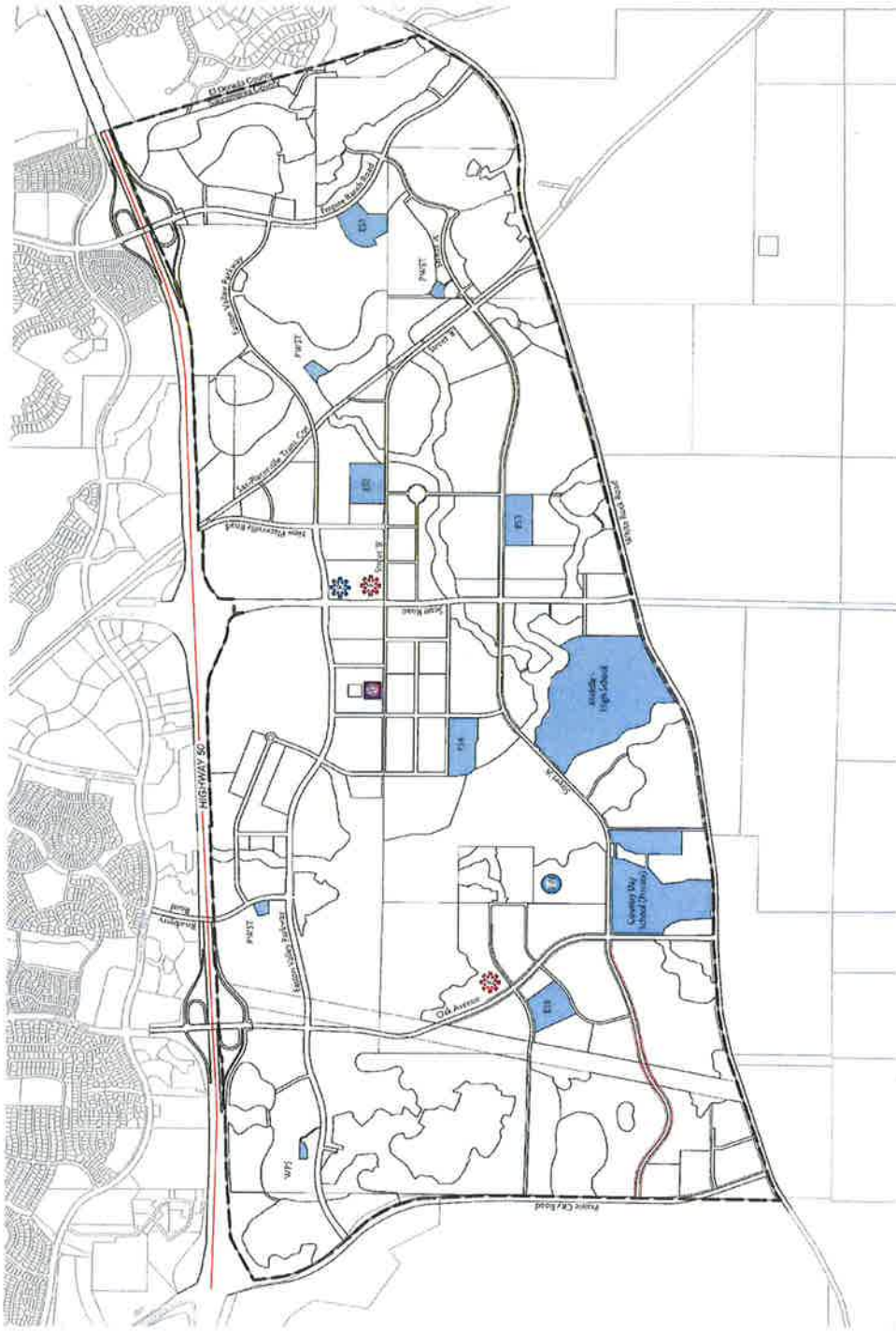


FIGURE 11.1 PUBLIC SERVICES & FACILITIES

Attachment 22

Circulation Exhibit for FPASP

CIRCULATION

- SECTION 7  
CIRCULATION PLAN
- SIGNATURE CORRIDORS
  - EXPRESSWAY
  - MAJOR ARTERIAL
  - COLLECTOR
  - URBAN STREET (MINOR COLLECTOR)
  - HIGHWAY OVERCROSSING (NO HIGHWAY 50 ACCESS)
  - HIGHWAY 50 INTERCHANGE EXISTING (MAJOR ENTRY GATEWAY)
  - HIGHWAY 50 INTERCHANGE PROPOSED (MAJOR ENTRY GATEWAY)
  - HIGHWAY UNDERCROSSING (NO HIGHWAY 50 ACCESS)
  - TRAFFIC SIGNAL
  - MAJOR (COMMUNITY) ENTRY GATEWAY
  - MINOR (NEIGHBORHOOD) ENTRY GATEWAY

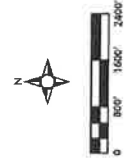
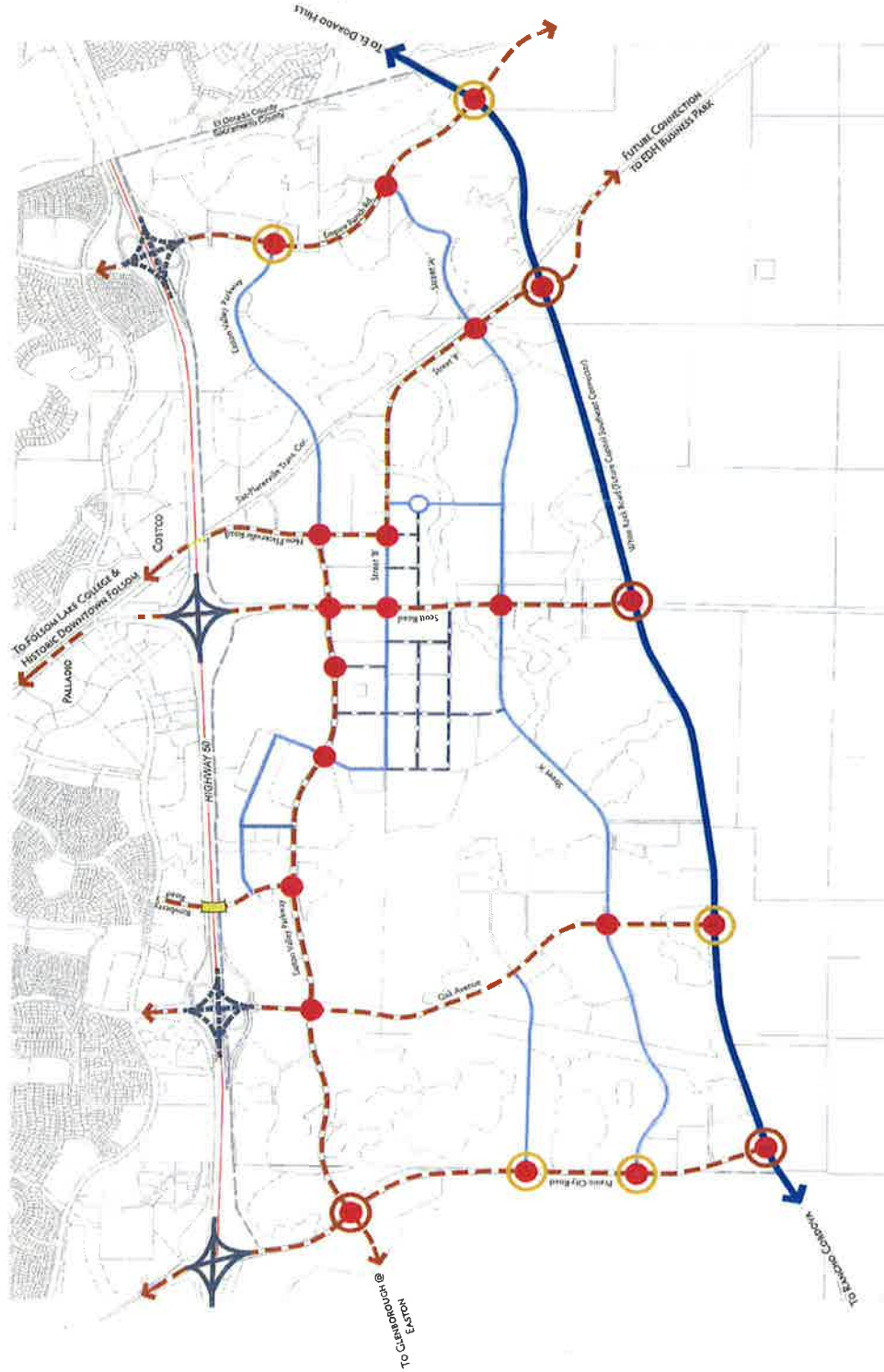


FIGURE 7.1 CIRCULATION PLAN

**Attachment 23**

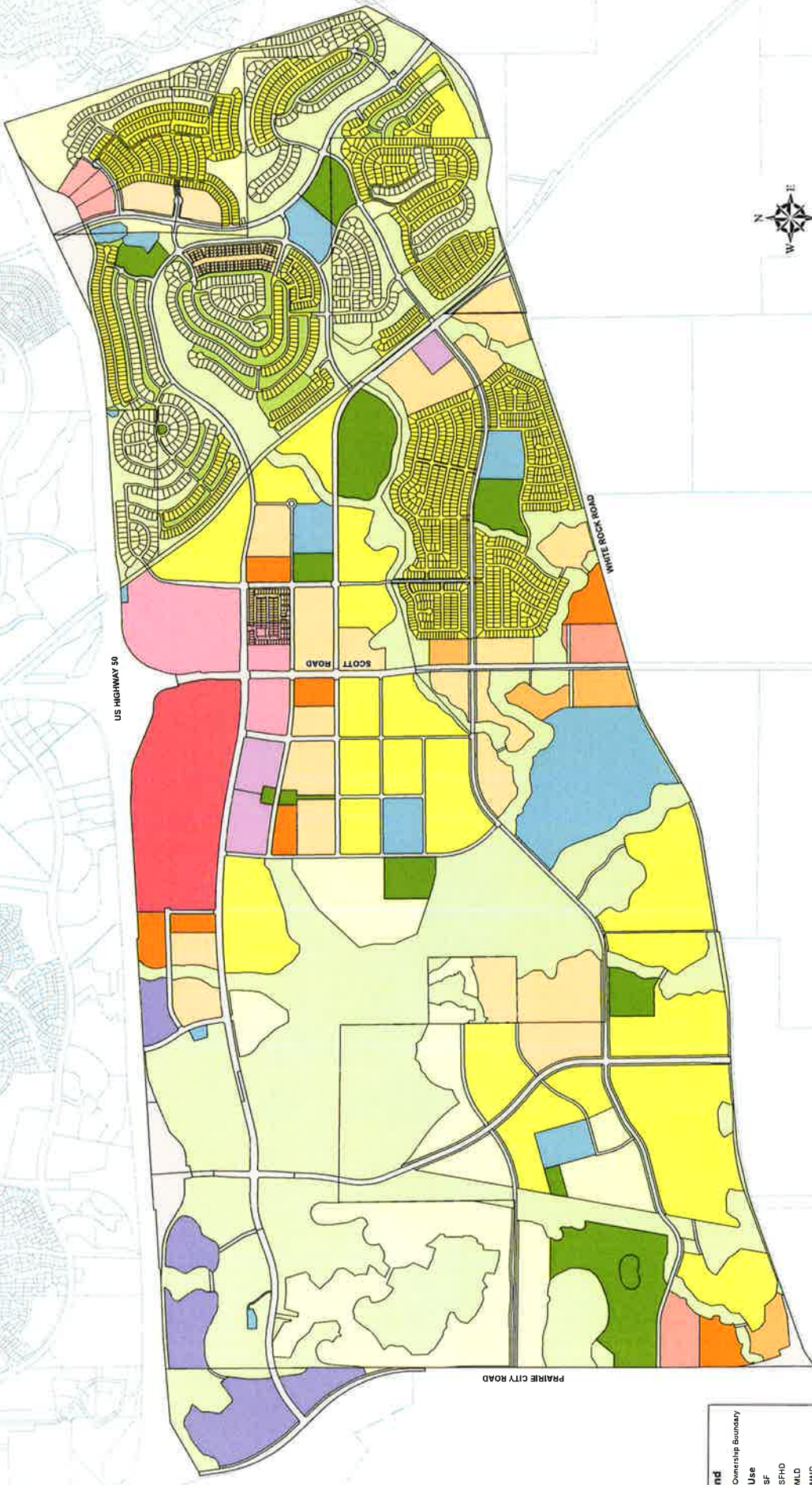
**Tentative Mapped Residential Units Exhibit for FPASP  
Dated March 16, 2017**



# March 2017 Land Use Composite Folsom Plan Area Specific Plan

City of Folsom, California  
Revised March 16, 2017  
715-PK

City of Folsom,  
**MACKAY & SOMPS**  
1000 S. GARDNER AVENUE, SUITE 100, FOLSOM, CA 95630  
TEL: 916.452.1000 FAX: 916.452.1001



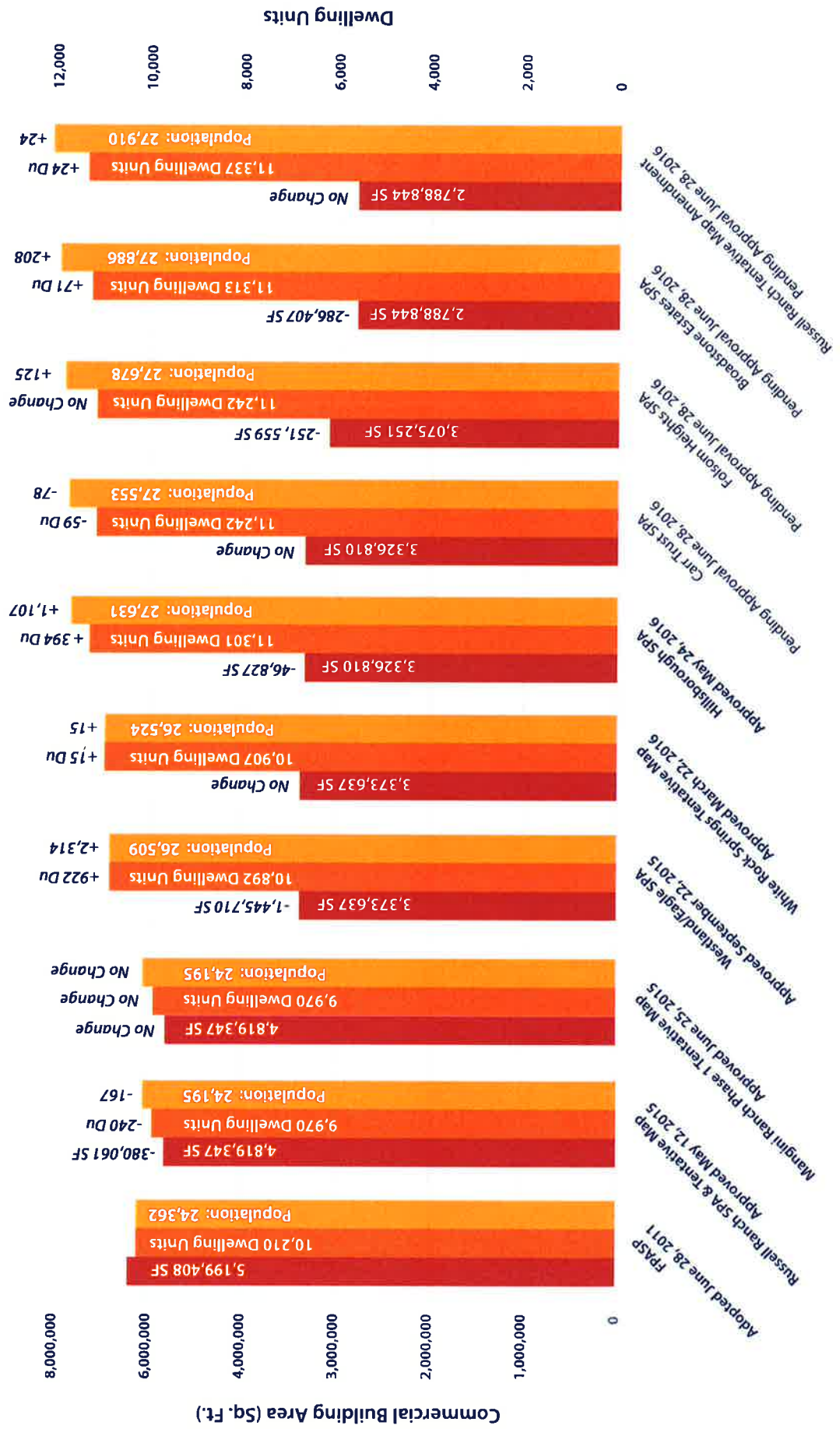
**Legend**

	Owenship Boundary
	Land Use
	SF
	SFHD
	MLD
	MMD
	MND
	CC
	GC
	MU
	MULTI
	INDCP
	POP
	P
	OS-OS-LC
	OS-SLOPE
	HWY-50, RW48B, RW



# FPASP Dwelling Units, Population and Commercial Building Area

Commercial Bldg. Area Dwelling Units Population



**Attachment 24**

**Tentative Mapped Residential Unit Summary List  
For FPSAP, dated May 22, 2017**



**Attachment 25**

**PG&E Service Territory Exhibit, dated November, 2014**

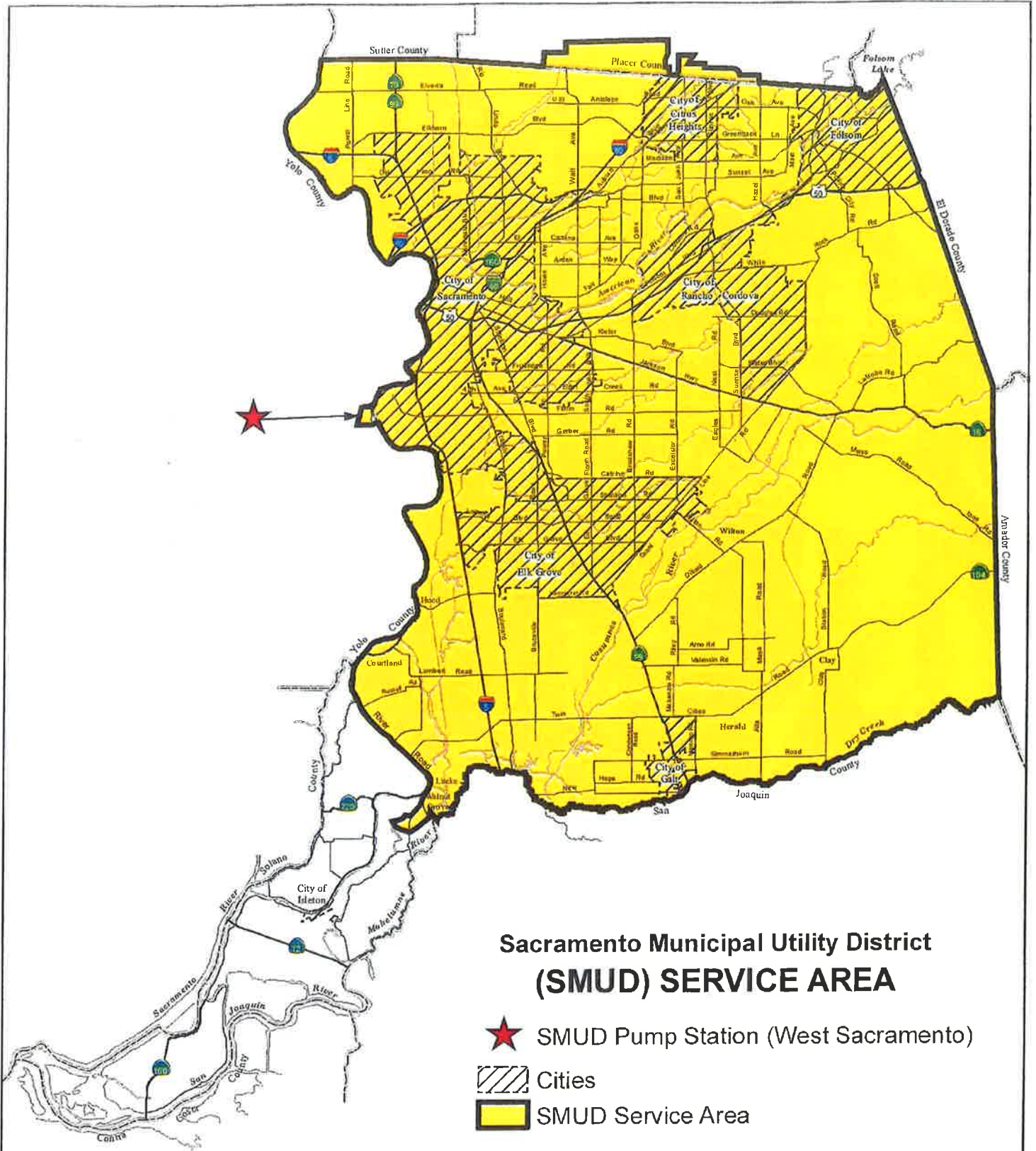
## PG&E's Gas Service Territory





**Attachment 26**

**SMUD Service Territory Exhibit, dated December, 2015**





**Attachment 27**

**Prima Drive Road and Utility Easement Document  
Dated September 11, 2000**



Recorded in the County of Sacramento  
Mark Norris, Clerk/Recorder  
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Monday, SEP 11, 2000 12:33:21 PM  
Ttl Pd \$48.00 Nbr-0000212861  
DLM/17/1-14

RECORDING REQUESTED BY

PLACER TITLE COMPANY

WHEN RECORDED MAIL TO:

RUSSELL & MARJORIE KNAUER  
2600 SIERRA BLVD.  
SACRAMENTO, CA 95825

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

TITLE(S)

EASEMENT GRANT DEED



RECORDING REQUESTED BY:  
RUSSELL & MARJORIE KNAUER  
AND WHEN RECORDED MAIL THIS  
DEED AND TAX STATEMENT TO:

PLACER TITLE COMPANY  
3820 EL DORADO HILLS BLVD. #401  
EL DORADO HILLS, CA 95762

Escrow No. 41407KM

*This document is  
being signed  
in counterpart*



El Dorado, County Recorder  
William E. Schultz Co Recorder Office  
DOC- 2000-0043713--00

Post 8-PLACER TITLE CO  
Thursday, AUG 31, 2000 14:50:43  
Tel Pd \$43.00 Nbr-0000066254  
CLC/C2/1-13

SPACE ABOVE THIS LINE FOR RECORDER'S USE.

The undersigned Grantor declares:  
Documentary Transfer Tax: \$ -0- *NO consideration*  
COMPUTED ON FULL VALUE OF  
PROPERTY CONVEYED.  
OR COMPUTED ON FULL VALUE LESS  
LIENS AND ENCUMBRANCES REMAINING  
AT TIME OF SALE.  
See Undersigned

Signature of Declarant or Agent determining tax. Firm  
Name

**EASEMENT GRANT DEED**

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,  
SPRINGFIELD MEADOWS COMMUNITY SERVICES DISTRICT and LHC JOERGER RANCH, LLC,  
A Delaware Limited Liability Company

Hereby GRANT (S) to  
RUSSELL G. KNAUER and MARJORIE C. KNAUER, his wife

The following described real property in the Unincorporated Area, County of El Dorado and County  
of Sacramento, State of California:

A non-exclusive easement for roadway and public utilities over, under and across the following  
described real property in Exhibit "A" and Exhibit "B" attached hereto and made a part hereof.

Said easement is given under the condition that the Grantor, their successors and assigns may deed  
the herein described easement to others including but not limited to dedicating said easement to the  
County of El Dorado.

See Exhibit "C" for property description of the dominant tenement.

See Exhibit "D" for further clarification.

See Exhibit "E" for Beneficiary's Subordination

SPRINGFIELD MEADOWS COMMUNITY  
SERVICE DISTRICT

LHC JOERGER RANCH, LLC, A  
Delaware Limited Liability Company  
By: LHC ALLIGATOR, LLC  
A Delaware Limited Liability  
Company, its sole member

See Attached for Signature(s)

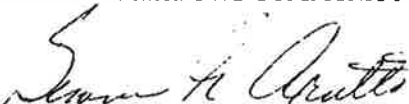
BY:  
Date: 8-21-2000

BY: \_\_\_\_\_

08/31/2000.20000043713

SIGNATURE PAGE

SPRINGFIELD MEADOWS COMMUNITY SERVICE DISTRICT

BY:   
GENEVIEVE ARIETTA, PRESIDENT

BY:   
MELANIE CLEVINGER, SECRETARY

BY:   
FRANK CRISCENTI, TREASURER

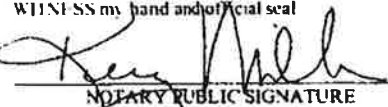
06/31/2000.20000043713

STATE OF CALIFORNIA )  
COUNTY OF EL DORADO )

On JUNE 30, 2000 before me, KERRY MILLER, NOTARY PUBLIC

Personally appeared, MELANIE CLEVINGER AND FRANK D. CRISCENTI

~~personally known to me~~ (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.  
  
NOTARY PUBLIC SIGNATURE (SI AL)

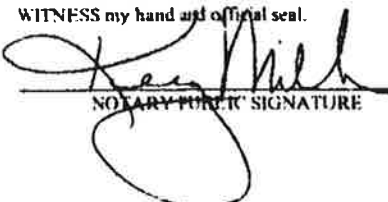


STATE OF CALIFORNIA )  
COUNTY OF EL DORADO )

On July 7, 2000 before me, KERRY MILLER, NOTARY PUBLIC

Personally appeared, GENEVIEVE ARIETTA

~~personally known to me~~ (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.  
  
NOTARY PUBLIC SIGNATURE (SI AL)



08/31/2000.20000043713

RECORDING REQUESTED BY:

RUSSELL & MARJORIE KNAUER

AND WHEN RECORDED MAIL THIS  
DEED AND TAX STATEMENT TO:

PLACER TITLE COMPANY  
3820 EL DORADO HILLS BLVD. #401  
EL DORADO HILLS, CA 95762

Escrow No. 41407KM

*This document is  
being signed in  
counterpart*

SPACE ABOVE THIS LINE FOR RECORDER'S USE

The undersigned Grantor declares:

Documentary Transfer Tax: \$ -0-

— COMPUTED ON FULL VALUE OF  
PROPERTY CONVEYED.

— OR COMPUTED ON FULL VALUE LESS  
LIENS AND ENCUMBRANCES REMAINING  
AT TIME OF SALE.

See Undersigned

Signature of Declarant or Agent determining tax. Firm  
Name

**EASEMENT GRANT DEED**

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,  
SPRINGFIELD MEADOWS COMMUNITY SERVICES DISTRICT and LHC JOERGER RANCH, LLC,  
A Delaware Limited Liability Company

Hereby GRANT (S) to  
RUSSELL G. KNAUER and MARJORIE C. KNAUER, his wife

The following described real property in the Unincorporated Area, County of El Dorado and County  
of Sacramento, State of California:

A non-exclusive easement for roadway and public utilities over, under and across the following  
described real property in Exhibit "A" and Exhibit "B" attached hereto and made a part hereof.

Said easement is given under the condition that the Grantor, their successors and assigns may deed  
the herein described easement to others including but not limited to dedicating said easement to the  
County of El Dorado.

See Exhibit "C" for property description of the dominant tenement.

See Exhibit "D" for further clarification.

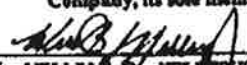
See Exhibit "E" for Beneficiary's Subordination

SPRINGFIELD MEADOWS COMMUNITY  
SERVICE DISTRICT

LHC JOERGER RANCH, LLC, A  
Delaware Limited Liability Company  
By: LHC ALLIGATOR, LLC  
A Delaware Limited Liability  
Company, its sole member

See Attached for Signature(s)

BY: \_\_\_\_\_  
Date: 8-21-2000

  
BY: WILLIAM B. MELSERUP  
Authorized Agent





043713

**EXHIBIT A**  
**DESCRIPTION OF ROAD AND PUBLIC UTILITIES EASEMENT**

All that certain real property located in the County of El Dorado, State of California, being a portion of Parcel 1 of that certain Parcel Map that filed for record in the Office of the El Dorado County Recorder on July 20, 1998, in Book 46 of Parcel Maps at Page 122, together with portions of Sections 14 and 15, Township 9 North, Range 8 East, M.D.M., more particularly described as follows:

BEGINNING at a point in that that certain course in the Southerly boundary of said Parcel 1 that bears South 76°45'37" West 349.29 feet, from which a one and one-half (1-1/2") inch capped iron pipe stamped "RCE 20462-1998", marking the Westerly terminus thereof, bears South 76°45'37" West 173.11 feet; thence, from said POINT OF BEGINNING, Easterly along the Southerly boundary of said Parcel 1, North 76°45'37" East 66.34 feet to the beginning of a non-tangent curve to the Left, with a radius of 395.00 feet, concave to the Northeast, the radial to which bears South 49°32'02" West; thence, leaving the Southerly boundary of said Parcel 1, Southeasterly along the arc of said curve, through a central angle of 02°09'26", an arc distance of 14.87 feet, (said curve being subtended by a chord that bears South 41°32'41" East 14.87 feet,) to the beginning of a compound curve to the Left, with a radius of 20.00 feet, concave to the North, the radial to which bears South 47°22'36" West; thence, Easterly along the arc of said curve, through a central angle of 97°39'44", an arc distance of 34.09 feet, (said curve being subtended by a chord that bears North 88°32'44" East 30.11 feet;) thence North 39°42'52" East 30.81 feet to the beginning of a curve to the Right, with a radius of 430.00 feet, concave to the Southeast; thence, Northeasterly along the arc of said curve through a central angle of 11°01'27", an arc distance of 82.74 feet, (said curve being subtended by a chord that bears North 45°13'35" East 82.61 feet,) to an angle point in the boundary of said Parcel 1; thence, along the boundary of said Parcel 1, the following five (5) courses: (1) North 50°44'19" East 84.69 feet to the beginning of a curve to the Left, with a radius of 1470.00 feet, concave to the Northwest; (2) Northeasterly along the arc of said curve, through a central angle of 05°00'34", an arc distance of 128.52 feet, (said curve being subtended by a chord that bears North 48°14'02" East 128.48 feet;) (3) North 45°43'45" East 51.93 feet to the beginning of a curve to the Left, with a radius of 20.00 feet, concave to the West; (4) Northerly along the arc of said curve, through a central angle of 85°35'18", an arc distance of 29.88 feet, (said curve being subtended by a chord that bears North 02°58'07" East 27.17 feet,) to a point of cusp, the beginning of a curve to the Left, with a radius of 630.00 feet, concave to the Northeast, the radial to which bears South 50°08'28" West; and, (5) Southeasterly along the arc of said curve, through a central angle of 03°14'08", an arc distance of 35.58 feet, (said curve being subtended by a chord that bears South 41°28'36" East 35.57 feet;) thence, leaving the boundary of said Parcel 1, Northeasterly along a non-tangent line, North 46°35'00" East 60.00 feet to the beginning of a non-tangent curve to the Left, with a radius of 570.00, the radial to which bears South 46°58'21" West; thence, Southeasterly along the arc of said curve, through a central angle of 24°53'43", an arc distance of 247.87 feet, (said curve being subtended by a chord that bears South 55°30'30" East 246.72 feet;) thence South 67°57'22" East 73.99 feet to the beginning of a curve to the Left, with a radius of 20.00 feet, concave to the Northwest; thence Northeasterly along the arc of said curve through a central angle of 90°00'00", an arc distance of 31.42 feet, (said curve being

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EXHIBIT A  
DESCRIPTION OF ROAD & P.U.E.

subtended by a chord that bears North 67°02'38" East 28.28 feet.) to a point in the Northwesterly side of White Rock Road, a point of cusp; thence South 22°02'38" West 100.00 feet to a point of cusp, the beginning of a curve to the Left, with a radius of 20.00 feet, concave to the Southwest, the radial to which bears South 67°57'22" East; thence, leaving the Northwesterly side of White Rock Road, Northwesterly along the arc of said curve, through a central angle of 90°00'00", an arc distance of 31.42 feet, (said curve being subtended by a chord that bears North 22°57'22" West 28.28 feet;) thence North 67°57'22" West 73.99 feet to the beginning of a curve to the Right, with a radius of 630.00 feet, concave to the Northeast; thence, Northwesterly along the arc of said curve, through a central angle of 19°16'25", an arc distance of 211.92 feet, (said curve being subtended by a chord that bears North 58°19'09" West 210.93 feet,) to the beginning of a reverse curve to the Left, with a radius of 20.00 feet, concave to the South, the radial to which bears North 41°19'03" East; thence, Westerly along the arc of said curve, through a central angle of 85°35'18", an arc distance of 29.88 feet, (said curve being subtended by a chord that bears South 88°31'24" West 27.17 feet;) thence South 45°43'45" West 51.93 feet to the beginning of a curve to the Right, with a radius of 1530.00 feet, concave to the Northwest; thence, Southwesterly along the arc of said curve, through a central angle of 05°00'34", an arc distance of 133.77 feet, (said curve being subtended by a chord that bears South 48°14'02" West 133.72 feet;) thence South 50°44'19" West 84.69 feet to the beginning of a curve to the Left, with a radius of 370.00 feet, concave to the Southeast; thence, Southwesterly along the arc of said curve, through a central angle of 11°01'27", an arc distance of 71.19 feet, (said curve being subtended by a chord that bears South 45°13'35" West 71.08 feet;) thence South 39°42'52" West 20.71 feet to the beginning of a curve to the Left, with a radius of 20.00 feet, concave to the East; thence, Southerly along the arc of said curve, through a central angle of 97°52'25", an arc distance of 34.16 feet, (said curve subtended by a chord that bears South 09°13'21" East 30.16 feet,) to the beginning of a compound curve to the Left, with a radius of 385.00 feet, concave to the Northwest, the radial to which bears South 31°50'27" West; thence, Southeasterly along the arc of said curve, through a central angle of 18°14'41", an arc distance of 109.16 feet, (said curve being subtended by a chord that bears South 66°16'53" East 108.79 feet,) to the beginning of a reverse curve to the Right, with a radius of 2487.50 feet, concave to the Southwest, the radial to which bears North 15°35'46" East; thence, Southeasterly along the arc of said curve, through a central angle of 06°26'52", an arc distance of 279.93 feet, (said curve being subtended by a chord that bears South 71°10'48" East 279.78 feet;) thence South 67°57'22" East 57.93 feet to the beginning of a curve to the Left, with a radius of 20.00 feet, concave to the Northwest; thence, Northeasterly along the arc of said curve, through a central angle of 90°00'00", an arc distance of 31.42, (said curve being subtended by a chord that bears North 67°02'38" East 28.28 feet,) to a point in the Northwesterly side of White Rock Road, a point of cusp; thence, Southwesterly along the Northwesterly side of White Rock Road, South 22°02'38" West 138.17 feet to a point of cusp, the beginning of a curve to the Left, with a radius of 20.00 feet, concave to the Southwest, the radial to which bears South 67°57'22" East; thence, leaving the Northwesterly side of White Rock Road, Northwesterly along the arc of said curve, through a central angle of 90°00'00", an arc distance of 31.42, (said curve being subtended by a chord that bears North 22°57'22" West 28.28 feet;) thence North 67°57'22" West 380.51 feet to the beginning of a curve to the Right, with a radius of 465.00 feet, concave to the Northeast; thence, Northwesterly along the arc of said curve, through a central angle of 10°19'34", an arc distance of 83.80 feet, (said curve being

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EXHIBIT A  
DESCRIPTION OF ROAD & P.U.E.

subtended by a chord that bears North 62°47'35" West 83.69 feet,) to the beginning of a reverse curve to the Left, with a radius of 20.00 feet, concave to the South, the radial to which bears North 32°22'12" East; thence, Westerly along the arc of said curve through a central angle of 82°39'20", an arc distance of 28.85 feet, (said curve being subtended by a chord that bears South 81°02'32" West 28.41 feet;) thence South 39°42'52" West 1.40 feet to the beginning of a curve to the Right, with a radius of 267.00 feet, concave to the North; thence, Westerly along the arc of said curve, through a central angle of 80°02'58", an arc distance of 373.03 feet, (said curve being subtended by a chord that bears South 79°44'21" West 343.42 feet;) thence, Northwesterly along a non-tangent line, North 57°10'44" West 225.00 feet; thence North 80°14'11" West 172.15 feet to the beginning of a curve to the Left, with a radius of 270.00 feet, concave to the South; thence, Westerly along the arc of said curve, through a central angle of 27°39'35", an arc distance of 130.34 feet, (said curve being subtended by a chord that bears North 74°03'58" West 129.08 feet,) to a point in the Sacramento-El Dorado County Line; thence, Northerly along the Sacramento-El Dorado County Line, a non-tangent line, North 18°10'54" West 63.19 feet to the beginning of a non-tangent curve to the Right, with a radius of 330.00 feet, concave to the South, the radial to which bears North 01°42'10" West; thence, Easterly along the arc of said curve, through a central angle of 31°27'59", an arc distance of 181.23 feet, (said curve being subtended by a chord that bears South 75°58'10" East 178.98 feet;) thence South 60°14'11" East 172.15 feet; thence South 63°17'37" East 225.00 feet to the beginning of a non-tangent curve to the Left, with a radius of 183.00 feet, concave to the North, the radial to which bears South 29°45'49" West; thence Easterly along the arc of said curve, through a central angle of 80°02'58", an arc distance of 255.67 feet, (said curve being subtended by a chord that bears North 79°44'21" East 235.38 feet;) thence North 39°42'52" East 11.48 feet to the beginning of a curve to the Left, with a radius of 20.00 feet, concave to the West; thence, Northerly along the arc of said curve, through a central angle of 82°30'00", an arc distance of 28.80 feet, (said curve being subtended by a chord that bears North 01°32'08" West 28.37 feet,) to the beginning of a reverse curve to the Right, with a radius of 455.00 feet, concave to the Northeast, the radial to which bears South 47°12'52" West; thence, Northwesterly along the arc of said curve, through a central angle of 06°08'39", an arc distance of 48.79 feet, (said curve being subtended by a chord that bears North 39°42'48" West 48.77 feet to the point of beginning.

End of Description

This legal description was prepared by Gene E. Thorne & Associates, Inc., under the direction of Gene E. Thorne, RCE 20462, for the purpose of creating a road and public utilities easement.

  
Gene E. Thorne, RCE 20462



Reg. Exp. Date: 09/31/01

Portions of A.P.N. 108-030-25 and 108-040-02

glnney-samt3R.doc  
07/18/00dbb

Page 3

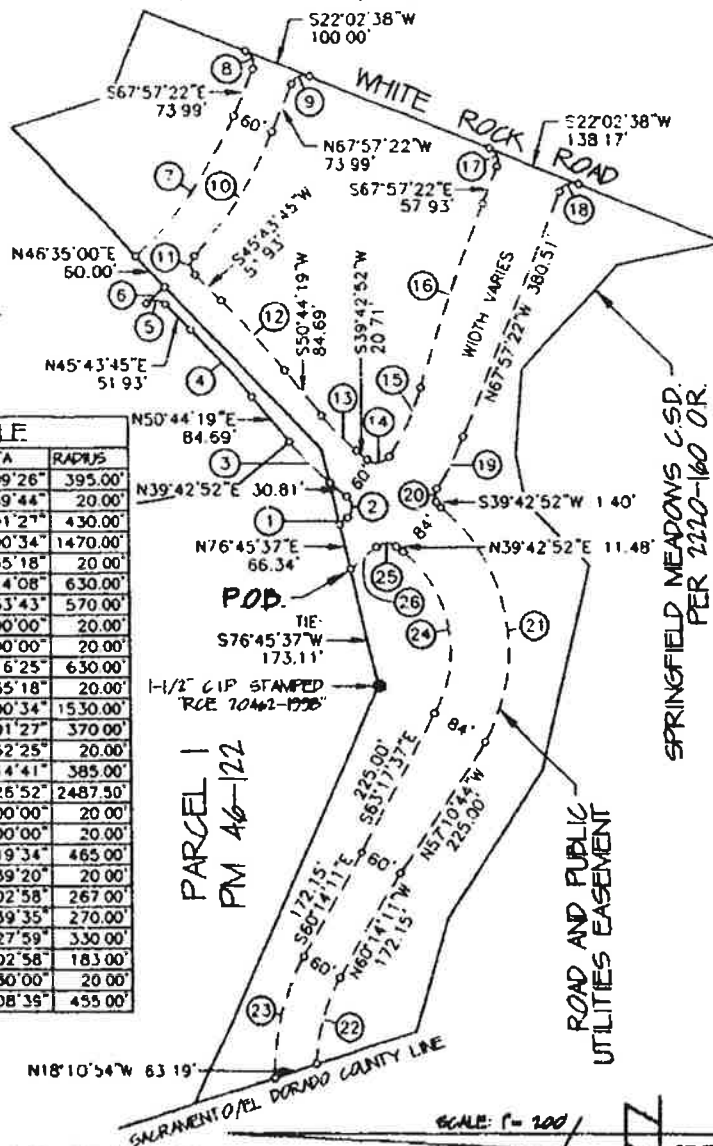
043713

EXHIBIT B  
**PLAT OF ROAD & PUBLIC UTILITIES EASEMENT**  
 BEING A PORTION OF PARCEL 1 OF PM 46-122 AND  
 PORTIONS OF SECTIONS 14 & 15, T. 9 N., R. 8 E., M.D.M.  
 COUNTY OF EL DORADO, CALIFORNIA

GENE E. THORNE & ASSOCIATES, INC.



GENE E. THORNE, RCE 20462  
 REG EXP DATE 09/30/10



CURVE	CHORD	DELTA	RADIUS
1	S41°32'41"E 14.87'	02°09'26"	395.00'
2	N88°32'44"E 30.11'	97°39'44"	20.00'
3	N45°13'35"E 82.61'	11°01'27"	430.00'
4	N48°14'02"E 128.48'	05°00'34"	1470.00'
5	N02°56'07"E 27.17'	85°35'18"	20.00'
6	S41°28'36"E 35.57'	03°14'08"	630.00'
7	S55°30'30"E 245.72'	24°53'43"	570.00'
8	N67°02'38"E 28.28'	90°00'00"	20.00'
9	N22°57'22"W 28.28'	90°00'00"	20.00'
10	N58°19'09"W 210.93'	19°16'25"	630.00'
11	S08°31'24"W 27.17'	85°35'18"	20.00'
12	S46°14'02"W 133.72'	05°00'34"	1530.00'
13	S45°13'35"W 71.08'	11°01'27"	370.00'
14	S09°13'21"E 30.16'	97°52'25"	20.00'
15	S66°16'53"E 108.79'	16°14'41"	385.00'
16	S71°10'48"E 279.78'	06°26'52"	2487.50'
17	N67°02'38"E 28.28'	90°00'00"	20.00'
18	N22°57'22"W 28.28'	90°00'00"	20.00'
19	N62°47'35"W 83.69'	10°19'34"	465.00'
20	S81°02'32"W 26.41'	82°39'20"	20.00'
21	S79°44'21"W 343.42'	80°02'58"	267.00'
22	N74°03'58"W 129.08'	27°39'35"	270.00'
23	S75°58'10"E 178.96'	31°27'59"	330.00'
24	N79°44'21"E 235.38'	80°02'58"	183.00'
25	N01°32'08"W 26.37'	82°30'00"	20.00'
26	N39°42'48"W 48.77'	08°08'35"	455.00'

PORTIONS OF APN 108-090-25 AND 108-090-02

SCALE: 1" = 200'





043713

EXHIBIT "C"

Said Easement is appurtenant to:

All that certain real property situated, lying and being in the County of Sacramento, State of California, more particularly described as follows:

Those portions of Section 10 and 15, Township 9 North, Range 8 East, MDM, described as follows:

Beginning at a 1 1/2" capped iron pipe monument with a brass tag stamped "R.E. 53" from which the Northeast corner of Section 15 bears North 27 20' 36" East 2876.64 feet (field tie); thence from said point of beginning South 31 14' 47" East 1079.30 feet to a 1 1/2" capped iron pipe with a brass tag stamped "R.E. 53" and located on the Northwesterly boundary of White Rock Road (formerly Old State Highway); thence along the Northwesterly boundary of said road North 27 01' 56" East 388.44 feet to a 6" x 6" concrete highway monument; thence leaving the Northwesterly boundary of said road North 18 14' 55" West 81.34 feet; thence North 18 10' 55" West 5539.45 feet to the Southerly boundary of U.S. Highway Route 50; thence along said Southerly line South 66 23' 00" West 848.45 feet; thence South 66 27' 00" West 450.00 feet; thence South 65 03' 56" West 530.25 feet; thence leaving the Southerly boundary of U.S. Route 50 South 02 05' 00" East 173.09 feet; South 01 53' 15" East 1292.33 feet; South 02 03' 45" East 1436.62 feet; North 83 22' 42" East 2656.16 feet to a 1 1/2" iron pipe described in Judgment and Decree Quieting Title, dated February 26, 1952, recorded March 4, 1952 in Book 2186 Page 15, Official Records, Sacramento County and on a recorded Survey of land of Edward T. Schuerr as the "Northeast corner of the Southwest quarter of Northwest quarter of said Section 15; along the East boundary of said Southwest quarter of Northeast quarter of said Section 15, South 01 44' 14" East 1195.85 feet to the point of beginning.

APN: 72-070-01 & 72-270-28



043713

EXHIBIT "D"

The undersigned acknowledge that subdivision maps may be recorded at a later date which may have offers of dedication for public use for road and utility easements and may be synonymous with easements of this easement deed.

Together with said Easement the undersigned owner of record title hereby conveys to Grantee the irrevocable right to convey and offer the Easement for dedication to the County of El Dorado, Springfield Meadows Community Services District, or other public agency upon ninety (90) day's prior written notice.

The subject "Easement" is appurtenant to the Grantee's property described on Exhibit C attached hereto (the "Grantee Property"). This easement is located within portions of the Grantor's property intended to be dedicated to the County of El Dorado for public right-of-way and utility purposes in substantial conformance with the alignment set forth in Vesting Tentative Map 90-1200 (approved September 22, 1992, County of El Dorado) (the "Vesting Map") (the "Dedication Land"). The Easement may be relocated by Grantor to conform to the final alignment of the Dedication Land and such alignment and relocation shall not require Grantee's approval and shall be effective upon Grantor's unilateral execution and recordation of a notice of realignment describing the new alignment of the Easement which alignment shall be in substantial conformance with the Vesting Map, and shall not vary more than ten feet (10') from the Easement as described herein. Grantee shall execute all documents required by Grantor to effect the aforementioned dedication and/or relocation.

If the County of El Dorado should ever relinquish or vacate its interest in the Dedication Land, the Easement shall continue to burden the Dedication Land for the benefit of the Grantee Property.

LHC JOERGER RANCH, LLC  
A Delaware Limited Liability Company  
By: LHC ALLIGATOR, LLC  
A Delaware Limited Liability  
Company, its sole member

  
MARLON R. GINNEY

  
BY: William B. Mollerup 8-28-00  
Authorized Agent

  
DOLORES J. GINNEY

SPRINGFIELD MEADOWS  
COMMUNITY SERVICE DISTRICT  
See Attached for Signature(s)

Date: 8-28-00

By: \_\_\_\_\_

043713

**EXHIBIT "D" SIGNATURE PAGE**

**SPRINGFIELD MEADOWS COMMUNITY SERVICE DISTRICT**



**BY: MELANIE CLEVINGER, Secretary**

043713

EXHIBIT "E"

BENEFICIARY'S SUBORDINATION  
TO EASEMENT

MARLON R. GINNEY and DOLORES J. GINNEY, husband and wife, as community property, Beneficiary under the Deed of Trust recorded May 1, 1990 in Book 3341 of Official Records, at Page 68 El Dorado County Official Records, by their signature hereby consents to the filing of this Easement and hereby subordinates the lien of their aforementioned Deed of Trust to this Easement.

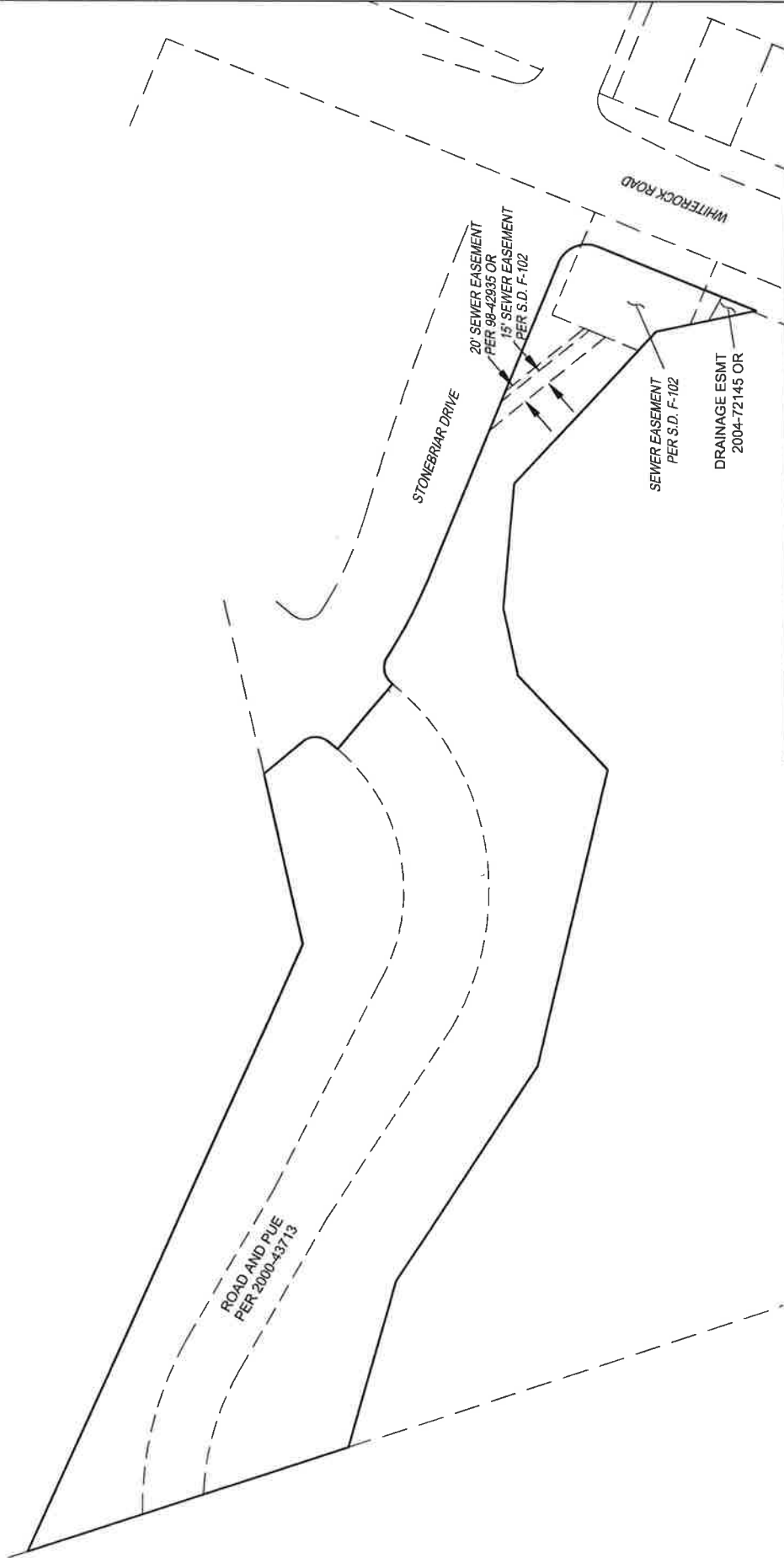
BENEFICIARY:

  
MARLON R. GINNEY

  
DOLORES J. GINNEY

00/31/2000.20000043713

# CSD PROPERTY EASEMENTS



<b>EL DORADO SPRINGS 23</b>	
<b>EL DORADO COUNTY, CALIFORNIA</b>	
JOB NO.	8457.006
DRAWN	SR
CHECKED	
DATE	8.29.15
SCALE	1"=100'



REGISTERED PROFESSIONAL ENGINEER  
No. 42566 - CIVIL  
No. 42566 - MECHANICAL  
No. 42566 - ELECTRICAL  
**R. E. Y. ENGINEERS, Inc.**  
Civil Engineers / Land Surveyors

Attachment 28

Measure W Open Space Exhibit



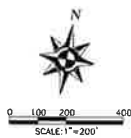


ILLUSTRATIVE MASTER PLAN EXHIBIT

# Folsom Heights

Folsom, California  
February 27, 2017

**Mackay & Somps**  
ENGINEERS PLANNERS SURVEYORS



Attachment 29

Minutes from May 3, 2017  
Planning Commission Meeting



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**PLANNING COMMISSION MINUTES**  
**May 3, 2017**  
**CITY COUNCIL CHAMBERS**  
**6:30 P.M.**  
**50 Natoma Street**  
**Folsom, CA 95630**

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

**ABSENT:** None

**CITIZEN COMMUNICATION:** None

**MINUTES:** The minutes of March 15, 2017 and April 19, 2017 were approved as submitted.

**CONTINUED ITEM**

1. **PN 15-303, Folsom Heights Subdivision – Large Lot Tentative Vesting Subdivision Map, Small Lot Vesting Tentative Subdivision Map, Design Guidelines, and Development Agreement Amendment – Continued from the April 19, 2017 Planning Commission Meeting**

A Public Hearing to consider a request from Folsom Heights, LLC, for approval of a Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, Design Guidelines and Development Agreement Amendment for development of a 530-unit single-family residential subdivision on a 189.7-acre site located within the Folsom Plan Area. The project site is generally located south of U.S. Highway 50, north of White Rock Road, east of Empire Ranch Road, and west of the El Dorado County line. An Environmental Checklist and Addendum to the Folsom Plan Area Specific Plan EIR/EIS has been prepared for this project in accordance with the California Environmental Quality Act (CEQA). (**Project Planner: Principal Planner, Steve Banks / Applicant: Folsom Heights, LLC**)

COMMISSIONER JACKSON MOVED TO RECOMMEND TO THE CITY COUNCIL ADOPTION OF THE ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN EIR/EIS FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF AMENDMENT NO. 1 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING TWENTY-FIVE (25) LARGE LOTS AS ILLUSTRATED ON ATTACHMENT 3 FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING FOUR HUNDRED AND SEVEN (407) SINGLE-FAMILY RESIDENTIAL LOTS AND ONE HUNDRED AND TWENTY-THREE (123) MULTI-FAMILY RESIDENTIAL LOTS AS ILLUSTRATED ON ATTACHMENT 4 FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDINGS C – H; TENTATIVE SUBDIVISION MAP FINDINGS I – P; DEVELOPMENT AGREEMENT AMENDMENT FINDINGS Q – U; CONDITIONS OF APPROVAL LARGE-LOT VTSM NO. 1-17; CONDITIONS OF A PPROVAL SMALL-LOT VTSM NO. 1-180.

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

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

MOTION FAILED

COMMISSIONER RAITHEL MOVED TO CONTINUE THE ADDENDUM TO THE FOLSOM PLAN AREA SPECIFIC PLAN EIR/EIS FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;

AND

MOVE TO CONTINUE AMENDMENT NO. 1 TO THE FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;

AND

MOVE TO CONTINUE THE LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING TWENTY-FIVE (25) LARGE LOTS AS ILLUSTRATED ON ATTACHMENT 3 FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT;

AND

MOVE TO CONTINUE THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING FOUR HUNDRED AND SEVEN (407) SINGLE-FAMILY RESIDENTIAL LOTS AND ONE HUNDRED AND TWENTY-THREE (123) MULTI-FAMILY RESIDENTIAL LOTS AS ILLUSTRATED ON ATTACHMENT 4 FOR THE FOLSOM HEIGHTS SUBDIVISION PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDINGS C – H; TENTATIVE SUBDIVISION MAP FINDINGS I – P; DEVELOPMENT AGREEMENT AMENDMENT FINDINGS Q – U; CONDITIONS OF APPROVAL LARGE-LOT VTSM NO. 1-17; CONDITIONS OF A PPROVAL SMALL-LOT VTSM NO. 1-180 TO THE JUNE 7, 2017 PLANNING COMMISSION MEETING.

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

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

## **NEW BUSINESS**

### **2. PN 16-171, Prospect Ridge Subdivision, 535 Levy Road – General Plan Amendment, Rezone, Tentative Subdivision Map, Planned Development Permit, and Consideration of a Mitigated Negative Declaration**

A Public Hearing to consider a request from StoneBridge Properties for approval of a General Plan Amendment, Rezone, Tentative Subdivision Map, and Planned Development Permit for development of a 35-unit single-family residential subdivision on an 8.69-acre site located at 535 Levy Road. The zoning classification for the site is M-2 PD, while the General Plan land-use designation is IND. An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. **(Project Planner: Principal Planner, Steve Banks / Applicant: StoneBridge Properties)**

COMMISSIONER JACKSON MOVED TO CONTINUE PN 16-171, PROSPECT RIDGE SUBDIVISION, 535 LEVY ROAD – GENERAL PLAN AMENDMENT, REZONE, TENTATIVE SUBDIVISION MAP, PLANNED DEVELOPMENT PERMIT, AND CONSIDERATION OF A MITIGATED NEGATIVE DECLARATION TO THE MAY 17, 2017 PLANNING COMMISSION MEETING, WHICH CARRIED THE FOLLOWING VOTE:

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

### **3. PN 17-096, The Island Subdivision, Phase 2 Street Names**

A Public Hearing to consider proposed street names for The Island Subdivision Phase 2. The project is exempt from the California Environmental Quality Act by Section 15061 (B)(3), Review for Exemption, of the CEQA Guidelines. **(Project Planner, Associate Planner, Stephanie Henry / Applicant, Black Pine Communities)**

COMMISSIONER SCOTT MOVED TO APPROVE THE REQUEST BY BLACKPINE COMMUNITIES FOR APPROVAL OF THE STREET NAMES "FARMHOUSE WAY" AND "SILO STREET" FOR THE ISLAND SUBDIVISION PHASE 2.

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

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

### **4. PN 17-128, Harvest Subdivision, 1680 East Natoma Street – Planned Development Permit Extension**

The applicant, Lewis Planned Communities, is requesting a two-year extension in time of the previously approved Vesting Tentative Subdivision Map and Planned Development Permit associated with development of the Harvest Subdivision project located at 1680 East Natoma Street. **(Project Planner: Principal Planner, Steve Banks / Applicant: Lewis Planned Communities)**

COMMISSIONER LANE MOVED TO APPROVE THE VESTING TENTATIVE SUBDIVISION MAP AND PLANNED DEVELOPMENT PERMIT EXTENSION FOR A PERIOD OF THREE YEARS (UNTIL APRIL 14, 2020) FOR DEVELOPMENT OF THE HARVEST SUBDIVISION PROJECT (PN 17-128) WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDINGS C & D; TENTATIVE SUBDIVISION MAP FINDINGS E – M; PLANNED DEVELOPMENT PERMIT EXTENSION FINDINGS N – P; CONDITIONS OF APPROVAL 1 – 86, MODIFYING



CONDITION NO. 53 TO READ AS FOLLOWS "THE OWNER/APPLICANT SHALL INCORPORATE THE WINERY BUILDING WITHIN THE BRODER RANCH COMPLEX IN THE DESIGN OF THE BRODER FAMILY HOMESTEAD PARK AND INTO THE DESIGN OF THE TWO PROJECT ENTRIES LOCATED ALONG EAST NATOMA STREET THROUGH CONSULTATION WITH THE HERITAGE PRESERVATION LEAGUE (HPL) AND TO THE SATISFACTION OF THE COMMUNITY DEVELOPMENT DEPARTMENT".

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

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

MOTION FAILED

COMMISSIONER ARNAZ MOVED TO APPROVE THE VESTING TENTATIVE SUBDIVISION MAP AND PLANNED DEVELOPMENT PERMIT EXTENSION FOR A PERIOD OF THREE YEARS (UNTIL APRIL 14, 2020) FOR DEVELOPMENT OF THE HARVEST SUBDIVISION PROJECT (PN 17-128) WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDINGS C & D; TENTATIVE SUBDIVISION MAP FINDINGS E – M; PLANNED DEVELOPMENT PERMIT EXTENSION FINDINGS N – P; CONDITIONS OF APPROVAL 1 – 86.

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

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

**Planning Commission/Planning Manager Report:**

None

RESPECTFULLY SUBMITTED,

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Amanda Palmer, SECRETARY

**APPROVED:**

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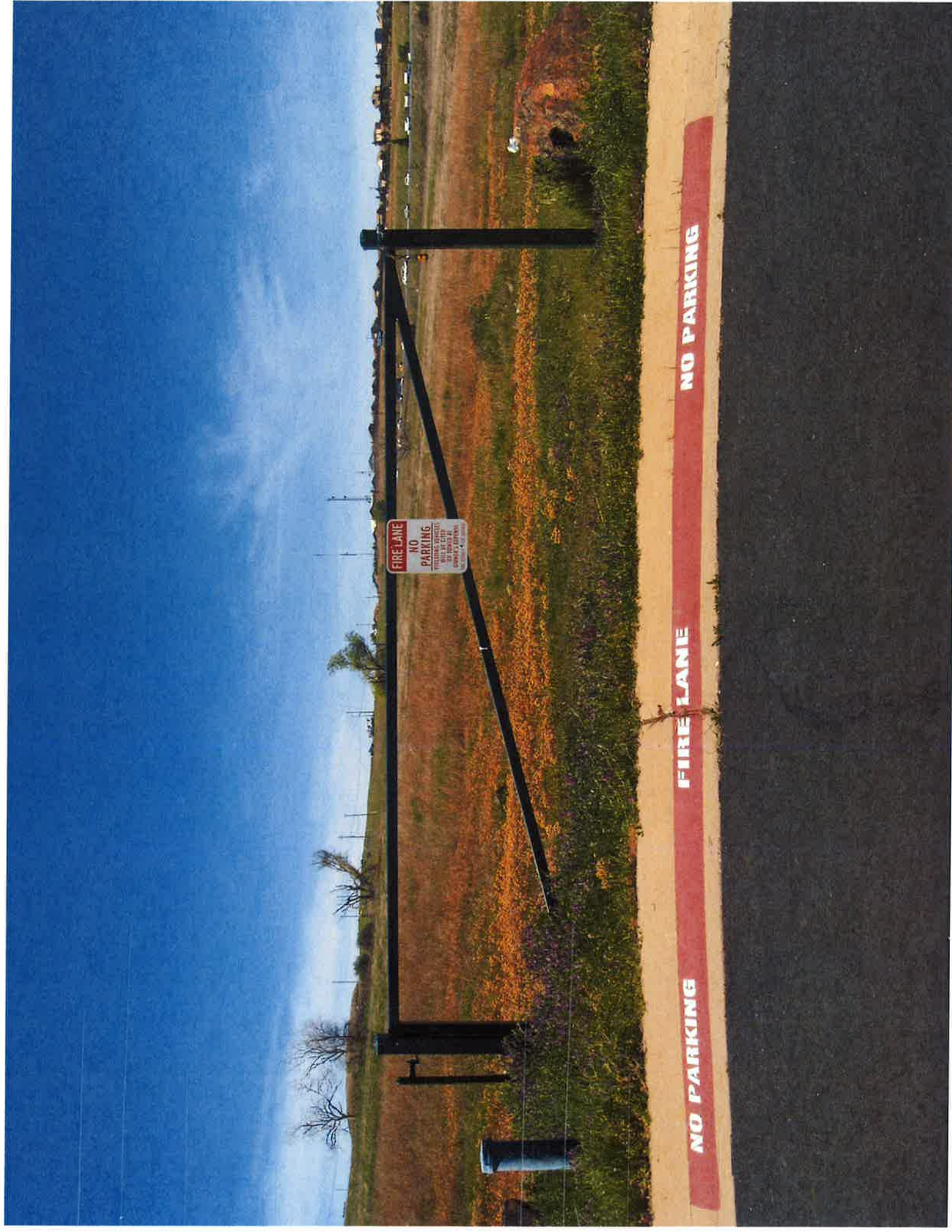
Ross Jackson, CHAIRMAN

Attachment 30

Site Photographs







FIRE LANE  
NO  
PARKING  
VIOLATORS SUBJECT  
TO FINE \$100 PER HOUR

FIRE LANE

FIRE LANE

NO PARKING



