



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

PLANNING COMMISSION AGENDA
October 19, 2016
CITY COUNCIL CHAMBERS
6:30 p.m.
50 Natoma Street
Folsom, California 95630

CALL TO ORDER PLANNING COMMISSION: Chair Ross Jackson, Vice Chair John Arnaz; Commissioners:, Marci Embree, Jennifer Lane, Brian Martell, Thomas Scott, and Justin Raithel

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

PLEDGE OF ALLEGIANCE

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

MINUTES

The minutes of October 5, 2016 will be presented for approval.

CONTINUED ITEMS

1. **PN 16-025, Enclave at Folsom Ranch, Easton Valley Parkway – Tentative Parcel Map, Vesting Tentative Subdivision Map, Planned Development Permit, and Determination that the Project is Exempt from CEQA – Continued from the October 5, 2016 Planning Commission Meeting**

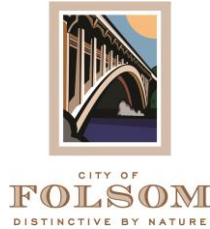
A Public Hearing to consider a request from Enclave at Folsom, LLC for approval of a Tentative Parcel Map, Vesting Tentative Subdivision Map, and Planned Development Permit for development of a 111-unit single-family residential subdivision on a 14.7-acre site located on Easton Valley Parkway (APN 072-3190-036). The Specific Plan designation is SP-GC and SP MLD and the General Plan is GC-MLD. An Exemption has been prepared for the project pursuant to California Environmental Quality Act Guidelines Sections 15063 and 15084. **(Project Planner: Principal Planner, Steve Banks / Applicant: Enclave at Folsom, LLC)**

PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **November 2, 2016**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2nd Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is 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
October 5, 2016
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: Marci Embree, Jennifer Lane, Brian Martell, Thomas Scott, Justin Raithel

ABSENT: Lane, Embree

CITIZEN COMMUNICATION: None

MINUTES: The minutes of September 21, 2016 were approved as submitted.

CONTINUED ITEMS

1. **PN 16-025, Enclave at Folsom Ranch, Easton Valley Parkway – Tentative Parcel Map, Vesting Tentative Subdivision Map, Planned Development Permit, and Determination that the Project is Exempt from CEQA – Continued from the September 21, 2016 Planning Commission Meeting**

A Public Hearing to consider a request from Enclave at Folsom, LLC for approval of a Tentative Parcel Map, Vesting Tentative Subdivision Map, and Planned Development Permit for development of a 111-unit single-family residential subdivision on a 14.7-acre site located on Easton Valley Parkway (APN 072-3190-036). The Specific Plan designation is SP-GC and SP MLD and the General Plan is GC-MLD. An Exemption has been prepared for the project pursuant to California Environmental Quality Act Guidelines Sections 15063 and 15084. **(Project Planner: Principal Planner, Steve Banks / Applicant: Enclave at Folsom, LLC)**

COMMISSIONERS JACKSON MOVED TO CONTINUE PN 16-025, THE ENCLAVE AT FOLSOM RANCH, EASTON VALLEY PARKWAY TO THE OCTOBER 19, 2016 PLANNING COMMISSION MEETING WHICH CARRIED THE FOLLOWING VOTE:

AYES: MARTELL, ARNAZ, SCOTT, RAITHEL, JACKSON
NOES: NONE
ABSTAIN: NONE
ABSENT: LANE, EMBREE

NEW BUSINESS

2. PN 16-233, Burger King Restaurant Commercial Design Review and Determination that the Project is Exempt from CEQA

A Public Hearing to consider a request from Robert DeGrasse for approval of a Commercial Design Review application for façade alterations, new exterior paint colors, and minor site improvements to an existing 2,891-square-foot Burger King Restaurant building at 171 Iron Point Road. The zoning designation for the site is C-3 PD (General Commercial, Planned Development District) and the General Plan designation is CA (Specialty Commercial). The project is categorically exempt under Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA). **(Project Planner: Associate Planner, Josh Kinkade / Applicant: Robert DeGrasse)**

COMMISSIONER SCOTT MOVED TO APPROVE COMMERCIAL DESIGN REVIEW FOR FAÇADE ALTERATIONS, NEW EXTERIOR PAINT COLORS, AND MINOR SITE IMPROVEMENTS TO THE EXISTING 2,891-SQUARE-FOOT BURGER KING RESTAURANT BUILDING LOCATED AT 171 IRON POINT ROAD WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDING C; DESIGN REVIEW FINDINGS D – F.

COMMISSIONER RAITHEL SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: SCOTT, JACKSON, RAITHEL, MARTELL, ARNAZ
NOES: NONE
ABSTAIN: NONE
ABSENT: EMBREE, LANE

3. PN 16-271, Lazy Dog Restaurant, 300 Palladio Parkway, Suite 300 (Palladio at Broadstone Shopping Center) - Commercial Design Review

Request by Broadstone Land LLC/Lazy Dog Restaurants for Commercial Design Review approval for development of a 7,826-square-foot restaurant on an undeveloped .31-acre parcel within the Palladio at Broadstone Shopping Center. The property is zoned C-3 PD (General Commercial, Planned Development District). A Mitigated Negative Declaration for the Palladio at Broadstone Shopping Center project has previously been approved in accordance with the requirements of the California Environmental Quality Act (CEQA). **(Project Planner: Principal Planner, Steve Banks / Applicant: Broadstone Land LLC/Lazy Dog Restaurants)**

COMMISSIONER JACKSON MOVED TO APPROVE COMMERCIAL DESIGN REVIEW FOR DEVELOPMENT OF A 7,826-SQUARE-FOOT RESTAURANT ON AN UNDEVELOPED .31-ACRE PARCEL WITHIN THE PALLADIO AT BROADSTONE SHOPPING CENTER AS ILLUSTRATED ON ATTACHMENTS 2 THROUGH 7 WITH THE FOLLOWING FINDINGS AND CONDITIONS: GENERAL FINDINGS A & B; CEQA FINDING C; DESIGN REVIEW FINDINGS D – G.

COMMISSIONER MARTELL SECONDED THE MOTION WHICH CARRIED THE FOLLOWING VOTE:

AYES: JACKSON, MARTELL, SCOTT, ARNAZ, RAITHEL
NOES: NONE
ABSTAIN: NONE
ABSENT: EMBREE, LANE

REPORTS:
Planning Commission/Planning Manager Report:

None

RESPECTFULLY SUBMITTED,

Amanda Palmer, SECRETARY

APPROVED:

Ross Jackson, CHAIRMAN

PLANNING COMMISSION STAFF REPORT

PROJECT TITLE	Enclave at Folsom Ranch Subdivision
PROPOSAL	Request for approval of a Tentative Parcel Map, Vesting Tentative Subdivision Map, and Planned Development Permit for development of a 111-unit single-family residential subdivision
RECOMMENDED ACTION	Approve, based upon findings and subject to conditions
OWNER/APPLICANT	Enclave at Folsom Ranch, LLC
LOCATION	The overall 75.3-acre project site, which is situated within the Folsom Plan Area, is located south of U.S. Highway 50, north of White Rock Road, east of Scott Road, and west of Placerville Road. The 14.7-acre Enclave at Folsom Ranch Subdivision site is located south of Easton Valley Parkway, north of Street "1", east of New Placerville Road, and west of Scott Road.
ASSESSORS PARCEL NUMBER	APN: 072-3190-036
SITE CHARACTERISTICS	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. Historically, the site has been used for grazing, farming, and mining and is currently vacant.
GENERAL PLAN DESIGNATION	GC (General Commercial and MLD (Multi-Family Low Density))
ZONING	SP GC (Folsom Plan Area Specific Plan, General Commercial) and SP MLD (Folsom Plan Area Specific Plan, Multi-Family Low Density)

ADJACENT LAND USES/ZONING

North: Easton Valley Parkway with Undeveloped Commercial Land (SP GC) and U.S. Highway 50 Beyond

South: Street “1” with Undeveloped Multi-Family Residential Land (SP MLD) and Undeveloped Mixed-Use Land (SP MU) Beyond

East: New Placerville Road with Undeveloped Single-Family Residential Land (SP SFHD) and Undeveloped Parkland (SP P) Beyond

West: Undeveloped Commercial Land (SP GC) with Scott Road 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 Westland Eagle Specific Plan Amendment in 2015

FUTURE ACTION

Recordation of the Parcel Map, Recordation of the Final Subdivision Map, Approval of the Improvement Plans, Design Review, and Issuance of Grading and Building Permits

APPLICABLE CODES

FMC 16.00, Subdivisions
FMC 17.37, Specific Plan District
FMC 17.38, Planned Development District
FMC 17.57, Parking Requirements
FMC 17.104, Inclusionary Housing
Folsom Plan Area Specific Plan (SP FPA)
Subdivision Map Act

ENVIRONMENTAL REVIEW

An Environmental Impact Report has been certified for the Folsom Plan Area Specific Plan project in accordance with the California Environmental Quality Act. This project is consistent with the FPASP and the Westland Eagle Specific Plan Amendment to the FPASP. This project meets the criteria in Government

Code Section 65457 and of CEQA Guidelines Section 15182, which exempts the project from further review. The project also qualifies for streamlined environmental review under Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183

ATTACHED REFERENCE MATERIAL

1. Vicinity Map
2. Tentative Parcel Map, dated October 14, 2016
3. Vesting Tentative Subdivision Map, dated October 10, 2016
4. Preliminary Site Plan, dated July 22, 2016
5. Preliminary Grading and Drainage Plan, dated October 10, 2016
6. Preliminary Off-Site Infrastructure Plan, dated October 10, 2016
7. Scott Road Interim Improvement Plans, dated October 10, 2016
8. Enclave at Folsom Ranch Design Guidelines, dated July 25, 2016
9. Inclusionary Housing Plan, dated December 22, 2015
10. Site Photographs
11. CEQA Exemption and Streamlining Analysis for Enclave at Folsom Ranch

PROJECT PLANNER

Steve Banks, Principal Planner

BACKGROUND

The overall 75.3-acre project site is located in the Folsom Plan Area and is generally located south of U.S. Highway 50, north of White Road Road, east of Scott Road, and west of Placerville Road. The 14.7-acre Enclave at Folsom Ranch Subdivision site is located within the southern portion of the larger 75.3-acre area. 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 20th 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. The FPASP area is generally bounded by U.S. Highway 50 on the north, White Rock Road on the south, Prairie City Road on the west, and the Sacramento County/El Dorado County boundary on the east. The FPASP, which was adopted in 2011, originally included 10,210 residential units at various densities on a total of 1,455.6 acres; 511.3 acres designated for commercial, mixed-use, and industrial use; 317 acres designated for public/quasi-public uses, elementary, middle, and high schools on 179.2 acres; 121.7 acres of community and neighborhood parks; stormwater detention basins; 1063.3 acres of open-space areas and open-space preserves; and major roads and landscaping.

In the intervening years since the 2011 adoption of the FPASP, a major change in land ownership occurred within the FPASP area. The new owners evaluated the approved land use plan and determined that many of the assumptions underlying the type and distribution of retail commercial and residential land uses in the plan area needed to be reevaluated to respond to current and future market conditions for retail commercial and residential development. As a result, the property

owners proposed changes to the adopted FPASP to significantly reduce the amount of retail commercial land use and increase the number of allowed residential dwelling units within the plan. On September 22, 2015, the Planning Commission approved the Westland Eagle Specific Plan Amendment project, which included approval of an Addendum to the Folsom Plan Area Specific Plan Final EIR/EIS, a General Plan Amendment, an Amendment to the Folsom Plan Area Specific Plan, and Amendment No. 1 to the First Amended and Restated Development Agreement. The approved project expanded the permitted uses in both the Regional Commercial and General Commercial land uses to allow low-, medium-, and high-density multifamily residential uses. The net result of these proposed land uses changes and other adjustments to the FPASP was a decrease of 1,445,710 square feet of commercial building area while in turn, permitting an increase of 922 residential units from the dwelling units originally contemplated for the Westland Eagle properties in the FPASP. Subsequent projects, including; Russell Ranch, Mangini Ranch, Westland/Eagle, White Rock Springs, Hillsborough, Carr Trust, Folsom Heights, and Broadstone Estates, further increased the overall dwelling unit count in the FPASP for a new grand total of 11,337 residential dwelling units plan wide. Other approved zoning changes included the elimination of the Entertainment District Overlay Combining Zone and the addition of its permitted uses to those allowed in the Regional Commercial zone.

APPLICANT'S PROPOSAL

The applicant, Enclave at Folsom Ranch, is requesting approval of a Tentative Parcel Map, Vesting Tentative Subdivision Map, and Planned Development Permit for development of a 111-unit single-family residential subdivision on a 14.7-acre site situated within a larger 75.3-acre project area generally located south of U.S. Highway 50, north of White Rock Road, east of Scott Road, and west of Placerville Road. A Tentative Parcel Map is proposed to subdivide an existing 75.3-acre parcel into four individual parcels for future sale and development. A Vesting Tentative Subdivision Map is proposed to subdivide a newly created 14.7-acre parcel into a 111-unit single-family residential subdivision. Lastly, a Planned Development Permit is proposed to establish detailed design guidelines and development regulations for the residential subdivision.

As part of this development application, the applicant has submitted a comprehensive set of design guidelines and development standards for the Enclave at Folsom Ranch Subdivision. The primary purpose of the design guidelines is to articulate the architectural and design expectations for a comprehensive vision of the proposed residential neighborhood; the common area landscapes, hardscapes, open spaces, fencing, entry features and site lighting; and the design character of individual homes. The goal of the development standards is to establish a regulatory framework for the design and placement of individual homes on the residential lots. 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.

The 14.7-acre subdivision site is located near the southeast corner of the intersection of Easton Valley Parkway and Scott Road. Primary vehicle access to the project site is provided by a gated-driveway on Easton Valley Parkway and a gated-driveway on Street "1". Internal circulation is facilitated by interior private streets that accommodate two-way vehicle traffic and also provide access to six individual alleys. Pedestrian circulation is accommodated by a combination of sidewalks and interior walkways. Street frontage improvements around the perimeter of the project site include landscaping, lighting, sidewalks, and bicycle lanes. Sidewalk improvements and

pedestrian connectivity outside of the project area will be constructed at a future date as other projects are developed. The proposed project includes a total of 333 parking spaces including 222 garage parking spaces and 111 on-street parking spaces within the gated community. Additional site improvements include: underground utilities, sidewalks, curbs, gutters, perimeter fencing, yard fencing, site lighting, site landscaping, and a private park.

GENERAL PLAN AND ZONING 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 the development, for the area south of U.S. Highway 50. The zoning 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 GC (General Commercial) and MLD (Multifamily Low Density), while the Specific Plan zoning designations are SP GC (Folsom Plan Area Specific Plan, General Commercial) and SP MLD (Folsom Plan Area Specific Plan, Multifamily Low Density). There are no changes to the adopted General Plan and Specific Plan land use designations for the proposed Enclave at Folsom Ranch project, which is proposed to be developed consistent with the adopted General Plan and Specific Plan land use designations.

The Westland Eagle Specific Plan Amendment, which was approved in 2015, allocated residential units in varying densities to certain specified commercial land use zones. In this particular case, the applicant is proposing to utilize some of the planned residential units (28 units) within an area on the western side of the project site that has a SP GC (Folsom Plan Area Specific Plan, General Commercial) specific plan zoning designation. As the allocation of residential units was contemplated and permitted by the Westland Eagle Specific Plan Amendment (provided that the maximum density was not exceeded), no General Plan or Specific Plan Amendments are required to accommodate the proposed residential development. It is important to note that the proposed project is being developed at a residential density of 7.5-units per acre whereas 7 to 11.9-units per acre are allowed under the SP MLD (Folsom Plan Area Specific Plan, Multifamily Low Density) specific plan zoning designation.

LAND USE COMPATIBILITY

The 75.3-acre project site is surrounded by vacant and undeveloped property. As noted earlier within this report, the overall project site is located in the Folsom Plan Area and is generally located south of U.S. Highway 50 and Easton Valley Parkway, north of White Road Road, east of Scott Road, and west of Placerville Road. The proposed 111-unit single-family residential subdivision, which is located in the southern portion of the larger 75.3-acre site and is bounded by Easton Valley Road to the north with undeveloped commercial land beyond, Street "1" to the south with undeveloped residential and commercial land beyond, undeveloped commercial land with Scott Road to the west, and an undeveloped park site and residential land with Placerville Road beyond. Based on the fact that the proposed project is consistent with the land use designations in the FPASP, as amended by the Westland Eagle Specific Plan Amendment, 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.

TENTATIVE PARCEL MAP AND TENTATIVE SUBDIVISION MAP

A Tentative Parcel Map is proposed to subdivide an existing 75.3-acre parcel into four individual parcels. The resulting parcels will be 54-acres, 14.7-acres, 3.6-acres, and 3.0-acres in size respectively. The ultimate purpose of the Tentative Parcel Map is to facilitate the land division, sale

and potential development of the individual parcels into some future development or smaller subdivided lots. In and of itself, the Tentative Parcel 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. Only the 14.7-acre parcel is subject to development under the proposed project. The balance of the remaining three parcels is subject to further discretionary review before any development can occur. No specific development proposals have been made for those parcels at this time.

The applicant is requesting approval of a Vesting Tentative Subdivision Map to subdivide a 14.7-acre site into a total of 130 lots including 111 single-family residential home lots, 10 landscape lots, 7 private roadway lots, 1 private park lot, and 1 paseo lot. The proposed residential lots range in size from 2,800 square feet to 4,270 square feet size. It is important to note that the proposed subdivision will be a private gated community; as a result all roadways (streets and courts) within the subdivision are proposed to be private streets. Staff has included a condition (Condition No. 85) that requires the applicant to dedicate easements for water and sewer within the private streets, as well as 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. 110). Staff has determined that the proposed tentative parcel map and vesting tentative subdivision map comply with all City requirements, as well as with the requirements of the State Subdivision Map Act.

PLANNED DEVELOPMENT PERMIT

The purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative and efficient uses of land. The applicant's intent, in this particular case, is to provide a product that fits into a niche between the single-family, large-lot category and the multi-family category. In reviewing the applicant's request for approval of a Planned Development Permit, staff considered a variety of factors including existing/proposed development standards, traffic/access/circulation, parking requirements, noise impacts, walls/fencing, site lighting, site landscaping, trash/recycling, grading/drainage, and architecture/design.

Development Standards

The applicant's intent with the subject application is to create a unique set of development standards that will accommodate development of 111 small-lot single family residences on the 14.7-acre project site. The following table outlines the existing and proposed development standards for the Enclave at Folsom Ranch Subdivision project:

Enclave at Folsom Ranch Development Standards Table							
	Lot Area	Lot Width	Building Coverage	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height limit
MLD Standard	3,000 s.f.	30 feet	50%	15/20 feet	10 feet	5 feet	35 feet
Proposed Project	2,800 s.f.	40 feet	60%	12 feet 5 inches	8 feet	4 feet	30 feet

As shown on the development standards table, the proposed project is similar to the standards established for other recently-approved single-family small-lot residential projects with respect to lot area, lot width, building coverage, front yard setback, rear yard setback, and side yard setbacks. Examples of recently-approved subdivisions with similar development standard include; Addison Place Subdivision, Parkside Subdivision, Turnstone Subdivision, Parkway Trails Subdivision, Parkway and the Meadows Subdivision. Staff has determined that the development standards for the proposed project meet the intent, purposes, and standards set forth in the Folsom Plan Area Specific Plan.

Traffic/Access/Circulation

The 14.7-acre subdivision site is located near the southeast corner of the intersection of Easton Valley Parkway and Scott Road. Primary vehicle access to the proposed subdivision is provided by a gated- driveway on Easton Valley Parkway and a gated-driveway on Street "1". Internal subdivision circulation is facilitated by interior private streets that accommodate two-way vehicle traffic and also provide access to six individual alleys. Pedestrian circulation is accommodated by a combination of sidewalks and interior walkways. Off-site pedestrian connections and connectivity will be established with future development of the adjacent and nearby properties. It is important to note that gated entries are proposed for both driveways to control access into and out of the proposed residential subdivision. To ensure the two gated vehicle entries function in a safe and effective manner, staff recommends that the two entry gates swing inward and away from the public streets. In addition, staff recommends the vehicle queuing at the two entry gates be monitored on an ongoing basis to verify that vehicles are not backing up into the adjacent public streets. In the event that vehicle queuing at the two entry gates becomes a public safety issue, the two vehicle entry gates will be required to remain open during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hours on weekdays. Condition No. 182 is included to reflect this requirement.

The Westland/Eagle Specific Plan Area Traffic Study was previously utilized to forecast travel demand within the project area including the project site. Trip generation estimates were generated utilizing the land uses in the project area and the proposed transportation network. Based on the changes in land use associated with the proposed project, trip generation rates were re-evaluated. The updated Study determined that the proposed project would result in a net decrease in daily vehicle trips (-447 trips) as well as a decrease in AM Peak Hour trips (-22 trips) and PM Peak Hour trips (-46). Based on this information, City staff does not anticipate any traffic-related impacts that were not previously identified in the Westland/Eagle Specific Plan Area Traffic Study.

Parking

The applicant proposes to provide a total of 333 parking spaces including 222 garage parking spaces and 111 on-street parking spaces. The Folsom Plan Area Specific Plan requires two off-street parking spaces for each single-family residential unit. In addition, City staff recommends that one on-street parking space (guest parking) is be provided for each single-family residential unit. As proposed, staff has determined that the project provides sufficient parking by providing 333 parking spaces whereas 333 parking spaces are required.

Noise

A supplemental Environmental Noise Assessment was prepared by Bollard Acoustical to verify that there would be no new noise-related impacts associated with the proposed project that were not contemplated by the Environmental Impact Report prepared for the Folsom Plan Area Specific Plan. The Noise Assessment determined that a portion of the proposed subdivision will be exposed

to future traffic noise levels in excess of the City of Folsom interior and exterior noise level standard. To achieve compliance with the required interior and exterior noise level standards, staff recommends that the following measures be implemented (Condition No. 96):

- An 8-foot solid noise barrier would be required to reduce future Easton Valley Parkway traffic noise levels below the City of Folsom exterior criteria of 60 dB Ldn. This barrier is specified relative to backyard elevation unless the backyard elevation is below the roadway elevation, in which case the barrier height is specified relative to roadway elevation.
- A 7-foot solid noise barrier would be required to reduce future New Placerville Road traffic noise levels below the City of Folsom exterior criteria of 60 dB Ldn. This barrier is specified relative to backyard elevation unless the backyard elevation is below the roadway elevation, in which case the barrier height is specified relative to roadway elevation.
- Suitable materials for the traffic noise barriers include masonry and precast concrete panels. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use. The design of the noise barriers shall be consistent with the Enclave at Folsom Ranch Design Guidelines
- Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria.
- All second-floor bedroom windows of the lots located adjacent to Easton Valley Parkway from which the roadway is visible should have a minimum STC rating of 32.

Walls/Fencing/Gated Entries

The applicant is proposing to secure and screen the project site with a combination of walls, fences, and entry gates. The private yard areas for the individual lots are proposed to be screened by six-foot-tall wood fencing. The perimeter of the project site is proposed to be secured with a six to eight-foot-tall masonry wall interspersed with decorative pilasters. Open view fencing is proposed along the Street 1 frontage at the ends of the stub streets and extending generally to the front/side corner of the home sites to provide a friendlier interface. The two entry driveways are proposed to be secured with metal entry gates. Decorative metal pedestrian gates are proposed to provide access into the subdivision for pedestrians and bicyclists at both driveway locations. A call box will be located within a landscape median in front of the entry gates to provide access into the subdivision for residents and guests. Staff recommends that the final location, design, height, materials, and colors of the walls, fences, and gates be subject to review and approval by the Community Development Department to ensure consistency with the Enclave at Folsom Ranch Design Guidelines. Condition No. 184 is included to reflect this requirement.

Site Lighting

The applicant is proposing to use a combination of free-standing parking area lights, free-standing street lights, landscape and walkway lighting, and building-attached lights. To minimize potential lighting-related impacts, staff recommends that all free-standing parking area lights, free-standing street lights, landscape and walkway lights, and building attached lights be screened, shielded, and directed downward to minimize glare towards the surrounding properties. In addition, staff

recommends that the final design of all exterior lighting be subject to review and approval by the Community Development Department. Condition No. 83 is included to reflect these requirements.

Mechanical Equipment

The proposed plans do not identify the proposed location for mechanical and utility equipment, such as transformers, electric and gas meters. Staff recommends all mechanical and utility equipment for all units be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department. Condition No. 185 is included to reflect this requirement.

Water Supply

The Enclave at Folsom Ranch Subdivision project's water demand can be accommodated by the City's water supplies within the mandates of Measure W, which requires that the water supply for the Folsom Plan Area south of Highway 50: (1) not cause a reduction in the supply designated to serve existing water users north of Highway 50; and (2) not be paid for by Folsom residents north of Highway 50. Measure W is codified in Section 7.08 of the Folsom City Charter. The following discussion is provided in the interest of addressing issues relating to the City's water supply planning for the Folsom Plan Area, particularly during multiple years of drought condition.

Under the framework of Measure W, the environmental analysis for the Folsom Plan Area (where the Enclave at Folsom Ranch Subdivision project is located) relating to the availability of water supplies to serve this project, including under a multiple-year drought condition, was disclosed, studied and considered in great detail in an Addendum to the FPASP EIR, which was certified by the City Council on December 11, 2012 (Resolution No. 9096). Following certification of the Addendum, the City Council directed that a civil action be filed under Code of Civil Procedure Section 860 and Government Code Section 53511 to determine the validity of the FPA Water Supply Agreement (WSA) between the City and the landowners in the Folsom Plan Area, which forms the legal basis to secure water supplies for the Folsom Plan Area at no cost to existing City water users north of Highway 50. The validation action specifically sought judicial determination that the WSA is consistent with Measure W, and that the WSA is consistent with the City's intent to retain control of conserved water under Resolution No. 8457 and California Water Code Section 1011 (which permits the City to retain and use water supplies resulting from its conservation efforts).

On October 16, 2013, Sacramento County Superior Court approved, confirmed, and validated the WSA. The Court specifically adjudged that the WSA is consistent with the Measure W water supply requirements (i.e., that the water supply for the Folsom Plan Area will not cause a reduction in the supply designated to serve existing water users north of Highway 50 and will not be paid for by Folsom residents north of Highway 50), that the WSA is consistent with Resolution No. 8457 protecting water conserved from the City's pre-1914 water rights and water supplies, and that the WSA is lawful, valid and enforceable. The Court's determination is valid and forever binding on matters pertaining to water supply to the Folsom Plan Area.

Additionally, the City is a party to the Water Forum Agreement, which represents a regional commitment by stakeholders in the long term health and sustainability of the American River to cooperate and fulfill two co-equal objectives: (1) to provide a reliable and safe water supply for the region's economic health and planned development to the year 2030; and (2) to preserve the fishery, wildlife, recreational, and aesthetic values of the lower American River. An EIR was prepared in

1999 that examined the effects of implementing the linked actions agreed to by the stakeholders to fulfill those objectives. As relevant to the Enclave at Folsom Ranch Subdivision project, these linked components include: actions to meet water users' needs during dry years while reducing diversion impacts, increased water conservation, and improved groundwater management, among other actions.

Consistent with the Water Conservation Act of 2009, the Addendum to the FPASP EIR approved by the City Council in December 2012, and the City's intent to retain control of conserved water under Resolution No. 8457 and California Water Code Section 1011 (affirmed by the Court in 2013), the City has undertaken several water conservation and management improvements in recent years, including approval of the Water System Optimization Review (SOR) Project that provides for leak and loss detection and repairs to the City's existing water transmission and distribution facilities. The SOR project is paid for by the landowners in the Folsom Plan Area (not Folsom residents north of Highway 50), and the water savings achievable through these repairs as well as other efforts will make available a sufficient amount (5,600 acre feet per year) to supply the Folsom Plan Area without causing a reduction in the supply designated to serve existing water users north of Highway 50. The implementation of these system improvements and application of the water savings to the Folsom Plan Area were discussed and analyzed in the Addendum to the FPASP EIR.

Notwithstanding the legal framework for securing and providing water supply to the Folsom Plan Area consistent with Measure W, during multiple-dry years the City has the authority to declare a water shortage condition under Chapter 13.26 of the Folsom Municipal Code, and implement increasingly more stringent stages of conservation, which limit many types of outdoor water use and water service in restaurants. A development agreement between the City and a majority of the landowners in the Folsom Plan Area adopted in May 2014, to which the Enclave at Folsom Ranch Subdivision project proponent is a party, makes clear that this project area and these landowners are subject to the same water use cut-backs and limitations imposed in the rest of the City during such water shortage conditions. The City's most recent Urban Water Management Plan (2015) considered the effects of implementing these stages of conservation, as required by law, and still concluded that the City would have sufficient supplies to serve existing residents and planned new growth in multiple dry years.

Accordingly, the proposed project's water supply is consistent with Measure W, has received judicial validation that is forever binding on matters pertaining to water supply to the Folsom Plan Area, and can be accommodated by the City's existing water supplies and dry-year plans without imposing additional hardship or otherwise further limiting the supplies available to serve the rest of the City's residents.

Utilities

As provided for in the Development Agreement between the City and the Landowners south of U.S. Highway 50, each individual subdivision within the Plan Area is required to build the portion of the off-site infrastructure system necessary to support the proposed project. The Enclave at Folsom Ranch Subdivision will be served by sewer infrastructure located within the Scott Road right-of-way. The sewer main will be extended along Street "1" from Scott Road to New Placerville Road in order to serve the proposed subdivision and to allow for future upstream sewer connections at New Placerville Road.

The Enclave at Folsom Ranch Subdivision is proposed to be served by two sources of water, Zone 3 water from the north via New Placerville Road and Zone 4 water from the east via Easton Valley Parkway. The proposed project is located within the Zone 3 water pressure zone, therefore a pressure reduction station will be required to reduce Zone 4 water pressure to acceptable levels for use within Zone 3. Water mains are proposed within the perimeter streets including Easton Valley Parkway, Street "1", and New Placerville Road in order to serve the project site. It is important to note that City staff has also determined that adequate provision has been provided by the proposed project for the furnishing of sanitation services and emergency public safety services.

Grading and Drainage

The grading concept for the proposed Enclave at Folsom Ranch subdivision project is to balance the soil on site, resulting in a fairly level subdivision. The grade differential between lots is typically only a few feet. In the worst case, the grade differential between residential lots is 3.5+ feet. Overall, staff is supportive of the grading concept with the recommended conditions. Development of the project site is anticipated to require low to 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 interior road, parking lot areas, and building foundations are finalized. Condition No. 17 is included to reflect this requirement.

The Enclave at Folsom Ranch Subdivision will ultimately drain to a hydromodification basin (Basin No. 19) located to the south of the project site on the west side of Scott Road. In the future, storm drain pipes will be installed by other projects within the Scott Road right-of-way and will extend south to Hydromodification Basin No. 19. Until the aforementioned basin and associated storm drain infrastructure are in place, the project-related drainage is proposed to be captured in an interim detention basin. The detention basin will outfall into the public storm drain system which terminates at Scott Road. From there, flows will be conveyed within an interim drainage swale on the west side of Scott Road to an existing drainage channel approximately 200 feet south of Street "1". Once the hydromodification basin and related infrastructure are constructed, the temporary detention basin and swale will be abandoned.

Interim stormwater runoff from the west end of Easton Valley Parkway is proposed to flow into a temporary roadside drainage swale. Runoff from the east is collected by the proposed drain inlet and then into the 48-inch storm drain on the north side of Easton Valley Parkway. The storm drain has been preliminary sized for the ultimate build-out conditions. Both the roadside drainage swale and the 48-inch storm drain release into an interim outfall structure that connects into swales that are anticipated to be graded with the Russell Ranch project. Additionally, an interim inlet structure is proposed on the east side of New Placerville Road to collect stormwater runoff from adjacent properties on an interim basis. Water flows are directed north to the 48-inch storm drain within Easton Valley Parkway. 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. 99 is included to reflect this requirement.

Architecture and Design

As mentioned earlier within this report, the applicant 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 and development standards (Attachment 7) for implementation of the Enclave at Folsom Ranch 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 goal of the development standards is to establish a regulatory framework for the design and placement of individual homes on the residential lots.

The Enclave at Folsom Ranch Design Guidelines and Development Standards identify up to four (4) unique architectural styles that are envisioned being implemented within the proposed subdivision including: Artesian Collection, Agrarian Collection, California Collection, and Cottage 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 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 Cottage 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.

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 provide the organization for determining how a residence will sit on a lot, which in turn impacts the pedestrian experience within the neighborhood. The development standards establish front yard setbacks, side yard setbacks, street side yard setback, rear yard setbacks, lot size, and building height. Staff has determined that the proposed design guidelines and development standards for the Enclave at Folsom Ranch 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 application (Condition No. 129).

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 ten 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 the affordable housing units on the project site, the applicant is proposing to meet their inclusionary housing requirement by providing an in-lieu fee

payment. 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 subject to review and approval by the Community Development Department. In addition, staff recommends that the applicant prepare an Inclusionary Housing Agreement, which will be subject to review and approval by the City Council. Condition No. 109 is included to reflect these requirements.

ENERGY AND WATER CONSERVATION

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

In an effort to address water conservation, the proposed project includes a number of measures aimed at reducing on-site water usage. As outlined within the proposed Design Guidelines, the proposed project has been designed to achieve an overall water efficient landscape rating utilizing primarily low water use plant materials. The concepts of utilizing plant materials that are compatible in their water use requirements together within the same irrigation zones are to be applied with all planting and irrigation design. In addition, all proposed landscape areas will have automatically controlled irrigation systems that incorporate the use of spray, subsurface in-line emitters, and other high efficiency drip-type systems. To further ensure water conservation is being achieved, the proposed project is required to comply with all State and local rules, regulations, Governor's Declarations, and restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on December 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the Folsom Municipal Code, (Section 13.26 Water Conservation), or amended from time to time. Condition No 106 is included to reflect these requirements.

ENVIRONMENTAL REVIEW

The City, as lead agency, has determined that the Enclave at Folsom Ranch development proposal is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and Westland Eagle Specific Plan Amendment. As a project that is consistent with existing plans and zoning and which would not result in any new or more severe environmental effects that are peculiar to the project or the parcels or which were not previously analyzed as significant effects in the FPASP EIR/EIS and/or the Addendum for the Westland Eagle Specific Plan Amendment, the Enclave at Folsom Ranch development is eligible for the exemption from review under the California Environmental Quality Act (CEQA) provided by Government Code section 65457 and CEQA Guidelines sections 15182. The project also qualifies for the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183. Because the project is exempt from CEQA, the City is not required to prepare a Negative Declaration or an Environmental Impact Report, or any specific type of environmental documentation. Nonetheless, the City provides the attached checklist (Attachment No. 10) exploring considerations raised by CEQA Guidelines sections 15182 and 15183 because the checklist provides a convenient vehicle for disclosing the City's evidence and reasoning for

determining the project's consistency with the FPASP and eligibility for the claimed CEQA exemptions.

All of the recommended feasible mitigation measures previously adopted for the FPASP Final EIR/EIS and the Westland Eagle Addendum have been included as conditions of approval for this project. The City is not required to formally adopt any analysis under CEQA to make these determinations under Guidelines sections 15182 and 15183, except for a finding regarding the implementation of previously adopted mitigation.

RECOMMENDATION/PLANNING COMMISSION ACTION

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE LARGE-LOT TENTATIVE PARCEL MAP CREATING FOUR LARGE LOTS AS ILLUSTRATED ON ATTACHMENT 2 FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP CREATING ONE HUNDRED AND ELEVEN (111) SINGLE-FAMILY RESIDENTIAL LOTS AS ILLUSTRATED ON ATTACHMENT 3 FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT;

AND

MOVE TO RECOMMEND TO THE CITY COUNCIL APPROVAL THE PLANNED DEVELOPMENT PERMIT FOR DEVELOPMENT OF ONE HUNDRED AND ELEVEN (111) SINGLE-FAMILY RESIDENTIAL UNITS AS ILLUSTRATED ON ATTACHMENTS 3 THROUGH 7 FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT WITH THE FOLLOWING FINDINGS AND CONDITIONS (NO. 1-210).

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE ZONING CODE OF THE CITY, AND THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED BY THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT.

CEQA FINDINGS

- C. THE PROPOSED PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AS AMENDED BY THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT.

- D. A FINAL ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT WAS PREVIOUSLY CERTIFIED FOR THE FOLOM PLAN AREA SPECIFIC PLAN IN ACCORDANCE WITH CEQA AND NEPA AND AN ADDENDUM TO THE FPASP EIR FOR THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT WAS PREVIOUSLY ADOPTED.
- E. THE PROPOSED PROJECT IS CONSISTENT WITH THE FINAL EIR/EIS AND DOES NOT CONTAIN SUBSTANTIAL CHANGES TO THE FOLSOM PLAN AREA SPECIFIC PLAN.
- F. THE PROPOSED PROJECT IS CONSISTENT WITH THE DEVELOPMENT DENSITY ESTABLISHED BY THE FOLSOM PLAN AREA AS AMENDED BY THE WESTLAND EAGLE SPECIFIC PLAN AMENDMENT, FOR WHICH A FINAL EIR/EIS WAS CERTIFIED.
- G. NO PROJECT-SPECIFIC SIGNIFICANT EFFECTS WHICH ARE PECULIAR TO THE PROJECT OR ITS SITE EXIST.
- H. THE FEASIBLE MITIGATION MEASURES SPECIFIED IN THE FOLSOM PLAN AREA SPECIFIC PLAN FINAL EIR/EIS AND WESTLAND EAGLE ADDENDUM WILL BE UNDERTAKEN FOR THE PROPOSED TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT, CONSISTENT WITH CEQA GUIDELINES SECTION 15183(e).

VESTING TENTATIVE SUBDIVISION MAP FINDINGS

- I. THE PROPOSED VESTING TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- J. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN AND ALL APPLICABLE PROVISIONS OF THE FOLSOM PLAN AREA SPECIFIC PLAN.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.
- L. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.
- M. AS CONDITIONED, THE DESIGN OF THE VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

- N. THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- O. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965.

TENTATIVE PARCEL MAP FINDINGS

- P. THE PROPOSED TENTATIVE PARCEL MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- Q. THE PROPOSED TENTATIVE PARCEL MAP, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN AND ALL APPLICABLE PROVISIONS OF THE FOLSOM PLAN AREA SPECIFIC PLAN.
- R. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPES OF DEVELOPMENT.
- S. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITIES OF DEVELOPMENT.
- T. AS CONDITIONED, THE DESIGN OF THE TENTATIVE PARCEL MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- U. THE DESIGN OF THE TENTATIVE PARCEL MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- V. 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.

PLANNED DEVELOPMENT PERMIT FINDINGS

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

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

Submitted,

DAVID E. MILLER, AICP

Director of Public Works and Community Development

CONDITIONS

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

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
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 ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT			
Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
1.	<p>Final Development Plans The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Vesting Tentative Subdivision Map, dated October 10, 2016 2. Preliminary Site Plan, dated July 22, 2016 3. Preliminary Grading and Drainage Plan, dated October 10, 2016 4. Preliminary Off-Site Infrastructure Plan, dated October 10, 2016 5. Scott Road Interim Improvement Plans, dated October 10, 2016 6. Enclave at Folsom Ranch Design Guidelines, dated July 25, 2016 7. Inclusionary Housing Plan, dated December 22, 2015 8. CEQA Exemption and Streamlining Analysis for Enclave at Folsom Ranch <p>The Tentative Parcel Map, Vesting Tentative Subdivision Map, and Planned Development Permit are approved for the development of a 111-unit single family residential subdivision (Enclave at Folsom Ranch 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>Plan Submittal 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)
3.	<p>Validity This approval of the Tentative Parcel Map, Vesting Tentative Subdivision Map, and Planned Development Permit shall be valid for the term specified in Amendment No. 1 to ARDA, and any amendments thereto, for the project, or for a period of twenty four months from final date of approval (October 5, 2018), whichever is longer, but in no event for a shorter period than the maximum period of time permitted by the Subdivision Map Act. Pursuant to Section 2.2 of Amendment No. 1 to ARDA, the term of the Project Design Guidelines shall track the term of the maps.</p>	OG	CD (P)

CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT			
Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
4.	<p>Improvements in the PFFP</p> <p>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, 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 ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT			
Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
5.	<p><i>Indemnity for City</i></p> <p>The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
6.	<p><i>Vesting Tentative Subdivision Map</i></p> <p>The Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS) and Westland Addendum to the Folsom Plan Area Specific Plan (EIR).</p>	OG	CD
7.	<p><i>ARDA and Amendments</i></p> <p>The owner/applicant shall comply with all provisions of Amendment No. 1 to ARDA and any approved amendments by and between the City and the owner/applicant of the project.</p>	G, I, M, B	CD (E)

CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT			
Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
8.	<p>Mitigation Monitoring</p> <p>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)
POLICE/SECURITY REQUIREMENT			
9.	<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS			
10.	<p>Taxes and Fees</p> <p>The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and the Amended and Restated Development Agreement.</p>	OG	CD (P)(E)
11.	<p>Assessments</p> <p>If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	OG	CD (E)

<p align="center">CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT</p>			
Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
12.	<p><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.</p> <p>Any protest for such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (October 5, 2016), 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.</p>	B	CD (P), PW, PK
13.	<p><i>Legal Counsel</i> The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)

**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025)
WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50
TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
14.	<p>Consultant Services 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)

GRADING PERMIT REQUIREMENTS

15.	<p>Phasing Plan 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 and/or general traffic purposes for each phase and all off-site utilities deemed necessary as determined by the City Engineer.</p>	G, I, M,	CD (E), EWR, PW, FD
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CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
16.		<p>Off-site improvements / Rights of Entry 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)
17.	3A 7-1a	<p>Geotechnical Report 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 /w/interizations, seismic ground shaking, liquefaction and expansive/unstable soils.</p>	G	CD (E)
18.	3A 7-1a	<p>Geotechnical Recommendations 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)
19.	3A 7-1b	<p>Geotechnical Monitoring Program 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)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
20.	3B.7-1a	<p>Prepare Geotechnical Report(s) for the Off-site Water Facilities and Implement Required Measures.</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"> • site preparation; • soil bearing capacity; • appropriate sources and types of fill; • potential need for soil amendments; • road, pavement, and parking areas; • structural foundations, including retaining-wall design; • grading practices; • soil corrosion of concrete and steel; • erosion/winterization; • seismic ground shaking; • liquefaction; and • expansive/unstable soils. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the 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)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
21.	3B.7-1b	<p><i>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</i> 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.</p>	I	EWR, CD (E)
22.		<p><i>Mine Shaft Remediation</i> The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)
23.	3A1-4	<p><i>Material Storage Areas</i> 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)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
24. 3A 14-1	<p><i>Traffic and Parking Management Plan</i></p> <p>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"> • 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. • Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage. • 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. • 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. 	G	CD (E), PW

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
25.	<p>Prepare Traffic Control Plan.</p> <p>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"> • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). • A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. • A phone number and 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. 	G	CD (E)
26.	<p>Assess Pre-Off-site Water Facilities Roadway Conditions.</p> <p>Prior to construction, the owner/applicant shall be responsible for assessing current road conditions for off-site improvement haul routes including the local access roads and develop post construction road restoration requirements. As part of the encroachment permitting process, an agreement shall be entered into with applicable jurisdictions prior to construction that details post construction road restoration requirements. Staff with Sacramento County shall review the post construction restoration standards for each of the affected roadways. The owner/applicant shall perform roadway repairs or rehabilitation as necessary such that post construction requirements are met.</p>	G	CD (E) Sacramento County

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
27. 3A.2-4a 3A.2-4b	<p><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></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)
28. 3B.2-3b	<p><i>Conduct Project-Level Diesel Particulate Matter (DPM) Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations.</i></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/m³, 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/m³. The acceptable concentration of 0.024 µg/m³ 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/m³, then the cancer health risk would be less than 9.9 cancers in a million population.</p>	G	CD (E)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
29.	3B 4-1a	<p>Implement Greenhouse Gas Reduction Measures during Construction. Prior to approval of a grading permit, the owner/applicant(s) shall stipulate that these measures be implemented within the project notes.</p> <ol style="list-style-type: none"> 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). 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. 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. 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. 	G	CD (E)(P)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
29. Cont.	3B 4-1a	<p>5. New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>6. For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>7. 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)
30.	3A 4-1	<p>Implement Additional Measures to Control Construction-Generated Greenhouse Gas Emissions</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)

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	Mitigation Measure	Condition/Mitigation Measure	When Required
			Responsible Department
31.	3A.2-1g	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of Off-site Elements.</i></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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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
32.	<p>3B.2-1a</p> <p><i>Develop and Implement a Construction NOX Reduction Plan.</i> Consistent with SMAQMD requirements, the owner/applicant shall provide a plan for demonstrating that the heavy-duty (> 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 ratings, 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
33.	<p>3B.2-1b</p> <p><i>Conduct Visible Emissions Testing and if Non-Compliance, Repair Equipment Immediately.</i> 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
34.	<p>3A.2-2</p> <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)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
35.	3A2-5	<p><i>Naturally Occurring Asbestos</i></p> <p>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.</p> <p>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</p>	G	SMAQMD CD (E)(P)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
35. Cont.	3A2-5	<p>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.</p>	G	SMAQMD CD (E)(P)

CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
36. Cont.	3A 2-1a 3A 2-1d 3A 2-1f	<ul style="list-style-type: none"> • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building foundations shall be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p>Enhanced Fugitive Particulate Matter Dust Control Practices – Soil Disturbance Areas</p> <ul style="list-style-type: none"> • Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. • Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. • Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas. • Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. 	G, I, B	SMAQMD CD (E)(P)

CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
36. 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"> • Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. • Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. • Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of Sacramento Metropolitan Air Quality Management District and the City contact person shall also be posted to ensure compliance. <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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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
36. 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)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
36. Cont.	3A 2-1a 3A 2-1d 3A 2-1f	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.	G, I, B	SMAQMD CD (E)(P)
37.	3B.2-1c	<p><i>Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction.</i></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"> • minimize on-site construction vehicle speeds on unpaved surfaces; • post speed limits; • suspend grading operations when wind is sufficient to generate visible dust clouds; • pave, water, use gravel, cover, or spray a dust-control agent on all haul roads; • prohibit no open burning of vegetation during project construction; • chip or deliver vegetative material to waste-to-energy facilities; • reestablish vegetation as soon as possible after construction and maintain vegetation consistent with the parameters established in Mitigation Measure 3B.2.1a; • clean earthmoving construction equipment with water once daily and clean all haul trucks leaving the site; and • water and keep moist exposed earth surfaces, graded areas, storage piles, and haul roads as needed to prevent fugitive dust. 	G, I, B	SMAQMD CD (E)(P)
38.	3B.2-3a	<p><i>Locate Pump Stations Away from Sensitive Receptors.</i></p> <p>New pumping stations including back-up diesel generators shall be located more than 200 feet away from sensitive receptors. Electrically-powered pumps shall be used to power new pumps, to the extent practicable.</p>	G, I, B	CD (E)(P)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
39.	3B.11-1a	Limit Construction Hours. 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.	G, I, B	CD (E)(P)
40.	3B.11-1b	Minimize Noise from Construction Equipment and Staging. 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.	G, I, B	CD (E)(P)
41.	3B.11-1c	Maximize the Use of Noise Barriers. 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.	G, I, B	CD (E)(P)
42.	3B.11-1d	Prohibit Non-Essential Noise Sources During Construction. No amplified sources (e.g., stereo "boom boxes") shall be used in the vicinity of residences during project construction.	G, I, B	CD (E)(P)
43.	3B.11-1e	Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints. 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.	G, I, B	CD (E)(P)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
44.	3A 11-1 3B1-3a	<p>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors. 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"> 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. All construction equipment and equipment staging areas (including rock crushing operations) shall be located as far as possible from nearby noise-sensitive land uses. All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. All motorized construction equipment shall be shut down when not in use to prevent idling. Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site). 	G, I, B	CD (P)(E)(B)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
44. Cont.	3A 11-1 3B1-3a	<ul style="list-style-type: none"> • Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. • Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are 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. • To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8-10 dB (EPA 1971). • When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. 	G, I, B	CD (P)(E)(B)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
45.	3B.16-3a	<p><i>Minimize Utility Conflicts by Implementing an Underground Services Alert.</i> 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><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i> 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 City’s Hillside Development Guidelines, 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 reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot.</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)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
47.	3A7-3	<p><i>Erosion Control Plan</i> 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><i>Erosion and sedimentation control measures</i> 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)

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
49.	3A 9-1	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs).</i></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-DW/Q), 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"> • 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 • the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; • the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; • spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; 	G	CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
49. Cont.	<p style="text-align: center;">3A 9-1</p> <ul style="list-style-type: none"> • 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 • the appropriate personnel responsible for supervisory duties related to implementation of the Storm Water Pollution Prevention Permit. <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"> • Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. • Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. • Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <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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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
50.	3A-9.2	<p>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</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"> • an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; • runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; • a description of the proposed maintenance program for the on-site drainage system; • project-specific standards for installing drainage systems; • City flood control design requirements and measures designed to comply with them; <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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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
50. Cont.	3A-9.2	<ul style="list-style-type: none"> • Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); • Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; • Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; • Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and • Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments 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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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
51.	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> 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"> • A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. • 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). • 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. • 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. • 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"> 1. surface swales; 2. replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); 3. impervious surfaces disconnection; and 4. trees planted to intercept stormwater. 	G	CD (E)

**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025)
WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50
TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT**

Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
51. Cont.	<ul style="list-style-type: none"> New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes. <p>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)

CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
52.	3A 8.7	<p>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</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"> • Description of the project. • Description of detention basins and all water features and facilities that would control on-site water levels. • Goals of the plan. • Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> i. BMPs that would be implemented on-site; ii. public education and awareness; iii. sanitary methods used (e.g., disposal of garbage); iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and v. stormwater management. 	G	CD (E) Sacramento County

CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT			
	Mitigation Measure	Condition/Mitigation Measure	When Required
52. Cont.	3A 8.7	<ul style="list-style-type: none"> • Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association). <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the 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"> • build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; • perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; • design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; • coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; • enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; • if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-laying (female mosquitoes can fly through pipes); and • design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). 	G
			CD (E) Sacramento County

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
53.	3B.9-1b	<p><i>Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board</i> All hydrostatic test water and construction dewatering shall be discharged to an approved land disposal area or drainage facility in accordance with Central Valley RWQCB requirements. The City or its construction contractor shall provide the Central Valley RWQCB 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)
54.		<p><i>State and Federal Permits</i> 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)

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	Mitigation Measure	Condition/Mitigation Measure	When Required
55.	3A 3-1a 3A 3-1b	<p>Clean Water Act Sections 401 and 404 Permits</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

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
56.		<p>Water Quality Certification</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)
57.	3A3-4a.	<p>Master Streambed Alteration Agreement</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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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
58. 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"> • 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. • 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). • 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. • Proposed schedule for restoration activities 	G	CD (E)

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
59.	<p>100 Year Flood Plain Boundary</p> <p>The owner/applicant shall be required to include the existing 100-year floodplain boundary (flood hazard area) on all grading and/or improvements plans prior to approval of the grading and/or improvement plans by the City. For any portion of the proposed project that lies within the designated flood hazard area, no development shall be approved until appropriate measures are taken to remove the area from the flood zone. These measures include the following:</p> <ul style="list-style-type: none"> • The lowest finished floor elevation of all proposed structures shall be a minimum of two (2) feet above the 100-year floodplain elevation in accordance with the City Floodplain Ordinance. The owner/applicant shall provide for review and approval by the City, information delineating the 100-year floodplain elevation under the worst case of either the interim or the ultimate condition for the upstream watershed. The existing and proposed 100-year floodplain shall be shown on the grading and/or improvement plans. • An elevation certification shall be required prior to issuance of any building permit demonstrating compliance with the above requirement. • A completed application for a Conditional Letter of Map Revision (CLOMR) shall be submitted to the City for submission to the Federal Emergency Management Agency (FEMA). Prior to approval of the improvement plans by the City, the owner/applicant shall submit the approved CLOMR to the City. • Within four (4) months following completion of grading operations, a completed application for a Letter of Map Revision (LOMR) shall be submitted by the owner/applicant to the City for submission to FEMA. The City shall have received the completed LOMR from FEMA prior to issuance of a certificate of occupancy on any structure. 	G, I	CD (E), PW
60.	<p>Prior to issuance of a grading permit or a building permit, the owner/applicant shall deposit with the City sufficient funds to complete the CLOMR/LOMR process as determined by the City. Said funds may be drawn upon by the City to complete the CLOMR/LOMR process in the event the owner/applicant fails to do so in accordance with the time constraints established above. Any funds remaining after completion of the CLOMR/LOMR process will be refunded to the owner/applicant subject to prior approval of the City.</p>	G, I	CD (E), PW

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
61.	3A 3-2a	<p>Swainson's Hawk Nesting Habitat</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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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
62.	3A 3-2b	<p>Swainson's Hawk Habitat</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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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
62. 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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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
63.	3A 3-2a	<p>Burrowing Owl 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 exclosures 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

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
64.		<p><i>Nesting Raptors</i> 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

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	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
65.	3A.3-2c	<p><i>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</i></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> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the owner/applicant of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.</p>	G	CD(P)(E) California Department of Fish and Wildlife

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
66.	<p>Other Nesting Special-Status and Migratory Birds</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
67.	<p>Valley Needlegrass</p> <p>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>	G	CD(P)(E) California Department of Fish and Wildlife

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Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
68.	<p>Animal Barrier</p> <p>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)
69.	<p>3 A 5-1a 3A 5-2 3A 5-3</p> <p>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.</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

CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
70.	3A 5-3	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></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

<p style="text-align: center;">CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT</p>				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
71.	3A5-2	<p>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.</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)
72.	3A 5-1a	<p>Geoarcheological Monitoring</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)

CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT			
Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
73. 3B.8-1a	<p><i>Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines.</i></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.</p> <p>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)

CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025) WEST OF PLACERVILLE ROAD, EAST OF SCOTT ROAD, NORTH OF WHITE ROCK ROAD, AND SOUTH OF U.S. HIGHWAY 50 TENTATIVE PARCEL MAP, VESTING TENTATIVE SUBDIVISION MAP, AND PLANNED DEVELOPMENT PERMIT				
	Mitigation Measure	Condition/Mitigation Measure	When Required	Responsible Department
74.		<p>Landslide /Slope Failure 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
75.	3B.16-3a	<p>Minimize Utility Conflicts by Implementing an Underground Services Alert. 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
76.	3B.16-3b	<p>Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions. Prior to installation, the City shall consult with SCWA, SRCSD, CSD-1, and PG&E 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

IMPROVEMENT PLAN REQUIREMENTS

	Improvement Plans The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.	M	CD (E)
77.	<p>3A.9-4: <i>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.</i> 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)
79.	<p><i>Standard Construction Specifications and Details</i> 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><i>Standard Construction Specifications and Details</i></u> and the <u><i>Design and Procedures Manual and Improvement Standards</i></u>.</p>	I	CD (P)(E)
80.	<p><i>Water and Sewer Infrastructure</i> All publicly owned water and sewer infrastructure shall be placed within the street right of way. In the event that a 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"> • The owner/applicant shall provide public sewer and water main easements • An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line along the entire water and/or sewer line alignment. • In no case shall a public water or public sewer line be placed on private residential property. • The domestic water and irrigation system shall be separately metered per City of Folsom <u><i>Standard Construction Specifications and Details</i></u>. 	I	CD (E)

81.		<p>Proposed Improvements on Adjoining Properties Not Owned by the Owner/Applicant The owner/applicant shall include all record information for rights of entry, easements, temporary and permanent construction easements, slope easements, etc. for all proposed improvements on adjoining properties not owned by the owner/applicant and impacted by the owner/applicants improvements. The record information and the recorded boundaries of all work on adjoining properties shall be included on all grading and/or improvement plans prior to plan approval.</p>	G, I	CD (E)
82.		<p>SPTC-JPA Approval The owner/applicant shall cooperate with the City to obtain written approval from both the Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA) and the Public Utilities Commission (PUC) for any proposed crossing(s) of work within the existing JPA corridor which parallels Old Placerville Road. The owner/applicant shall provide written approval from both the SPTC-JPA and as required by the PUC to the City prior to approval of grading and/or improvement plans. The owner applicant shall provide all encroachment permits from the SPTC-JPA and PUC as necessary.</p>	I	CD (E)
83.	3A1-5	<p>Lighting Plan The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Enclave at Folsom Ranch Design Guidelines:</p> <ul style="list-style-type: none"> • shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, 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 • design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off site glare. 	I	CD (P)

84.	3B. 1-2a.	<p>Above Ground Utility Site Design Review Application The owner/applicant shall submit a Site Design Review Application for all above ground utility installations (water tanks, booster pumps 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.</p>	G, I	CD (P)(E) EWR
85.		<p>Utility Coordination The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.</p>	I	CD (P)(E)
86.	3B.7-4	<p>Implement Corrosion Protection Measures. 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 prior to approval of improvement plans.</p>	I	CD(E), EWR
87.	3B.7-1b	<p>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design. 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 prior to approval of improvement plans.</p>	I	CD (E), EWR
88.		<p>Replacing Hazardous Facilities The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	I, OG	CD (E)
89.		<p>Scott Road/Easton Valley Parkway Intersection Prior to the issuance of the first building permit, the owner/applicant shall have completed all intersection improvements at the Easton Valley Parkway/Scott Road Intersection and the Easton Valley Parkway/Street 1 Intersection and they shall be operational, to the satisfaction of the City.</p>	B	CD (E), PW

90.		<p>Future Utility Lines If applicable, all future utility lines lower than 69 KV that are to be built within the project, shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	B	CD (E)
91.		<p>Off-site Trunk Sewer Main The owner/applicant shall design and construct the off-site trunk sewer main as shown in Preliminary Offsite Infrastructure Plan attached to the vesting tentative subdivision map. The off-site sewer trunk mains, the sewer maintenance roads, sanitary sewer lift station(s), and sewer forced mains extended across US Highway 50 to the existing Sacramento Regional County Sanitation District (SRCSD) lift station shall be completed and accepted by the City for operation and maintenance prior to issuance of the first building permit in the project.</p> <p>The owner/applicant shall be responsible for constructing any and all odor control facilities, providing high-velocity hydraulic cleaning and vacuum cleaning of select sewer mains and providing temporary supplemental flows into select sewer mains as determined by the City until such time the peak average flows are met in the Folsom Plan Area backbone sewer system in accordance with the Wastewater Master Plan Update.</p>	B	CD (E)
92.		<p>Water Reservoirs, Water Booster Pump Stations, Pressure Reducing Valve Stations, and Sewer Lift Stations The owner/applicant shall design all water reservoirs, water booster pump stations, pressure reducing valve stations, and sewer lift stations, and shall coordinate the design with the Community Development Department and their construction shall be managed by the Environmental and Water Resources Department.</p>	I	CD (E), EWR
93.		<p>Water Meter Fixed Network System The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system.</p>	I	CD (E), EWR
94.		<p>Vertical Curb All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p>	I	CD (P)(B)
95.		<p>Class II Bike Lanes All Class II bike lanes shall be striped and painted green. No parking shall be permitted within the Class II bike lanes.</p>	I	CD (E)(P)

96.	3A 11-4	<p>Noise Barriers Based on the Supplemental Environmental Noise Assessment prepared by Bollard Acoustical Consultants on April 8, 2016, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • An 8-foot solid noise barrier would be required to reduce future Easton Valley Parkway traffic noise levels below the City of Folsom exterior criteria of 60 dB Ldn. This barrier is specified relative to backyard elevation unless the backyard elevation is below the roadway elevation, in which case the barrier height is specified relative to roadway elevation. • A 7-foot solid noise barrier would be required to reduce future New Placerville Road traffic noise levels below the City of Folsom exterior criteria of 60 dB Ldn. This barrier is specified relative to backyard elevation unless the backyard elevation is below the roadway elevation, in which case the barrier height is specified relative to roadway elevation. • Suitable materials for the traffic noise barriers include masonry and precast concrete panels. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use. The design of the noise barriers shall be consistent with the Enclave at Folsom Ranch Design Guidelines. • Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. • All second-floor bedroom windows of the lots located adjacent to Easton Valley Parkway from which the roadway is visible should have a minimum STC rating of 32. 	I	CD (E)(P)
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97.

Master Plan Updates

The City has approved the Folsom Plan Area Storm Drainage Master Plan, the Folsom Plan Area Water System Master Plan and the Folsom Plan Area Wastewater Master Plan Update. The owner/applicant shall submit complete updates to each of these approved master plans for the proposed changes to each master plan as a result of the proposed project. The updates to each master plan 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*.

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

G, I

CD(E), EWR, PW

<p>98.</p>	<p>3A 3-1a</p> <p><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></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. 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 Enclave at Folsom Ranch Subdivision drainage system.</p>	<p>G, I</p>	<p>CD (E), PW PW (Sacto. Co. or El Dorado Co.) CALTRANS USACE CVRWQCB</p>
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FIRE DEPT REQUIREMENTS

101.	3A 14-3	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i> 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 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> <p><i>Prepare fuel modification plan (FMP).</i> 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 designer, 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>	I, B	CD (E), FD
102.		<p><i>Prepare fuel modification plan (FMP).</i> 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 designer, 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.

- The minimum fire flow for residential dwellings is 1,000 gpm at 20 psi for houses 3,600 sq. ft. and less, 1,750 gpm for dwellings greater than 3,600 sq. ft. in area, and 2,000 gpm for dwellings greater than 4,800 sq. ft. up to 6,200 sq. ft. in area. Please determine the maximum size homes that will be built in this subdivision. A water model analysis that proves the minimum fire flow will be required before any permits are issued.
- 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. 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 Ranch Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Ranch Plan Area is met.

G, I, M, B

CD (P), FD

104.	3A 14-2	<p><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></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
105.		<p><i>Reclaimed Water Pipe</i></p> <p>The owner/applicant shall install a reclaimed water “purple” pipe conveyance and irrigation system for all proposed landscaping for the project including, but not limited to, landscape corridors along roadways, median islands within roadways, future park sites, school sites, open space parcels either publicly maintained or privately maintained by the owner/applicant, etc. in accordance the Folsom Plan Area Specific Plan Environmental Impact Report. The reclaimed water pipe conveyance and irrigation systems shall be designed and maintained by the owner/applicant to accommodate the future conversion of these irrigation systems from potable water to non-potable water at such time the non-potable water systems is constructed and installed in accordance with the 2014 FPA Recycled Water Analysis 2.0. The owner/applicant shall include the reclaimed water pipe conveyance and irrigation systems on all future landscape plans within the project to the satisfaction of the City.</p>	I	CD (E)(P) EWR, PK

106.		<p>Landscaping Plans 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 any state or local rules and 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 Enclave at Folsom Ranch Subdivision project.</p>	I, OG	CD(P), PW
107.		<p>Right of Way Landscaping 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
MAP REQUIREMENTS				
108.		<p>Subdivision Improvement Agreement 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)
109.		<p>The Final Inclusionary Housing Plan The Final Inclusionary Housing Plan and Final Inclusionary Housing Agreement as approved by the City Council shall be executed prior to recordation of the first Final Map for the Enclave at Folsom Ranch Subdivision.</p>	M	CD (P)(E)

110.		<p><i>Homeowner's Association</i> The owner/applicant shall form a Homeowners Association which shall be responsible for maintenance of all private streets, maintenance of all common areas, maintenance of all on-site landscaping, maintenance of storm drainage facilities, maintenance of storm water detention/retention basins and association channels, maintenance of water quality ponds, maintenance of sanitary sewer improvements, and maintenance of any other on-site facilities throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or plantings shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature. For the ownership and maintenance of all landscaped open spaces and common areas. In addition, CC&R's shall be prepared by the owner/applicant and shall be subject to review and approval by the Community Development Department for compliance with this approval and with the Folsom Municipal Code and adopted policies, prior to the recordation of the Final Map.</p>	M	CD (P)(E)
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111.	3A 2-6	<p>Conditions, Covenants, and Restrictions (CC&Rs) The owner/applicant shall disclose to the homebuyers in the Covenants, Conditions, and Restrictions (CC&Rs) and in the Department of Real Estate Public Report</p> <ol style="list-style-type: none"> 1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) The soil in the subdivision may contain naturally occurring asbestos. 3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 4) The project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times. 5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. 	M	CD (P) PK
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112.		<p>Financing Districts 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 water quality ponds, and maintenance of basins and associated channels, maintenance of storm water detention/detention any other site facilities in the subdivision throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or plant spacing shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.</p>	M	CD (P)(E)
113.		<p>Public Utility Easements 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)
114.		<p>Final Map Phasing 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)
115.		<p>Backbone Infrastructure As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary 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.</p>	M	CD (E)

116.		<p>New Permanent Benchmarks The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the 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)
117.		<p>Maintenance Plan Final Approval 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)
118.		<p>Community Facilities Districts and Financing Plans 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:</p> <ul style="list-style-type: none"> • Formation and approval by the City Council of the Sewer and Water CFD, • Formation and approval by the City Council of the Aquatic Center CFD, • Formation and approval by the City Council of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD, • Formation and approval by the City Council of the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD) , • 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) • Formation and approval by the City Council of the Open Space Management and Financing Plan. • Formation and approval by the City Council of the Drainage Facilities Maintenance and Financing Plan 	M	CD (E)
119.	4.7-1 3A 18-1	<p>Water Supply Availability 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 a public water system 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 and approved by the City prior to approval of any final map.</p>	M	CD (E), EWR

120.	3A 18-2a	<p>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured. 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.</p>	M, B, O	CD (E)(B), PW
121.	3A 16-3	<p>Demonstrate Adequate SRWTP Wastewater Treatment Capacity. The owner/applicant shall demonstrate adequate capacity at the Sacramento Regional Water Treatment Plant for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by Sacramento Regional County Sanitation District. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate Sacramento Regional Water Treatment Plant capacity is available for the amount of development identified in the tentative map. The written approval from the Sacramento Regional County Sanitation District shall be provided to the City.</p>	M, B	CD (E)(B), PW
122.	3A 16-1	<p>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured. The owner/applicant shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>	M, B	CD (E)(B) PW
123.		<p>Centralized Mail Delivery Units All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)

124.	3A.4-2a	<p>Implement Additional Measures to Reduce Operational GHG Emissions.</p> <p>Energy Efficiency</p> <ul style="list-style-type: none"> • Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines). • Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%). • Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use. • 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. • Install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes. <p>Water Conservation and Efficiency</p> <ul style="list-style-type: none"> • 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. • Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars. • Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. • Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances. 	B	CD (E)
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125. Cont.	3A.4-2a	<ul style="list-style-type: none"> 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. Provide education about water conservation and available programs and incentives. 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. <p>Solid Waste Measures</p> <ul style="list-style-type: none"> Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). Provide interior and exterior storage areas for recyclables and green waste at all buildings. Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development. Provide education and publicity about reducing waste and available recycling services. <p>Transportation and Motor Vehicles</p> <ul style="list-style-type: none"> 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). 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). 	B	CD (E)
126.		<p>Recorded Final Map Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department.</p>	B	CD (E)
127.		<p>Recorded Final Map Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (P), FCUSD

128.	3A.11-5	<p>Implement Measures to Reduce Noise from Project-Generated Stationary Sources. 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"> • Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. • External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. • Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. • Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. 	B	CD (E)
129.		<p>Design Review Approval Prior to issuance of a building permit for any residential units within the subdivision, the owner/applicant shall obtain Design Review approval from the Planning Commission for all residences to be built within the subdivision. If the architecture is not consistent with the Enclave at Folsom Ranch 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 (P)

130.	3A.7-5	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i> 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>TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS 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): 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 Enclave at Folsom Ranch 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 & 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)
131.	3A 15-4b,d	<p><i>East Bidwell/Iron Point</i> 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><i>Scott Road (West)/White Rock Road</i> 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
132.	3A15-1c		B (pay SCTDF)	CD (E), PW

133.	3A 15-4f	<p>Empire Ranch Road/Iron Point Road Intersection</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"> • The eastbound approach shall be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. • The westbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. • The northbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. • The southbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. 	B (pay PFFP fee)	CD (E), PW
134.	3A 15-1s	<p>The owner/applicant shall pay its proportionate share of funding of improvements.</p> <p>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road</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>	B (Caltrans MOU)	CD (E), PW
135.	3A 15-1u	<p>Westbound U.S. 50 between Prairie City Road and Folsom Boulevard</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>	B (Caltrans MOU)	CD (E), PW

136.	3A 15-1x	<p><i>U.S. 50 Eastbound/Prairie City Road Diverge</i> 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
137.	3A 15-1y	<p><i>U.S. 50 Eastbound/Prairie City Road Direct Merge</i> 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
138.	3A 15-1z	<p><i>U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave</i> 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
139.	3A 15-1aa	<p><i>U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge</i> 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
140.	3A 15-1dd	<p><i>U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge</i> 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

141.	3A 15-1ee	<p><i>U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge</i> 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
142.	3A 15-1ff	<p><i>U.S. 50 Westbound/Prairie City Road Loop Ramp Merge</i> 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
143.	3A-15-1gg	<p><i>U.S. 50 Westbound/Prairie City Road Direct Ramp Merge</i> 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
144.	3A 15-4t	<p><i>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway</i> 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 PFFFP/ Interchange fee)	CD (E), PW

145.	3A 15-4u	<p><i>U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge.</i> 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 PFFFP fee)	CD (E), PW
146.	3A 15-4v	<p><i>U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave</i> 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 PFFFP fee)	CD (E), PW
147.	3A 15-4w	<p><i>U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge</i> 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 PFFFP fee)	CD (E), PW

148.	3A 15-4x	<p>U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge 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 PFFP fee)	CD (E), PW
149.	3A 15-4y	<p>U.S. 50 Westbound / Prairie City Road Loop Ramp Merge. 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 PFFP fee)	CD (E), PW
150.	3A 15-2a	<p>Provide Options for Alternative Transportation Modes. 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 PFFP fee and Transit fee)	CD (E), PW
151.	3A 15-1a	<p>Folsom Boulevard/Blue Ravine Road Intersection 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 PFFP fee)	CD (E), PW

152.	3A 15-1b	<p>Sibley Street/ Blue Ravine Road Intersection</p> <p>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
153.	3A.15-1i	<p>Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road</p> <p>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)
154.	3A.15-1o	<p>Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection</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 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)

155.	3A.15-1p	<p>Grant Line Road/ State Route 16 Intersection</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. 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>	B (Caltrans MOU/ SCTDF)	CD (E), PW
156.	3A.15-1q	<p>Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</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>	B (Caltrans MOU)	CD (E), PW
157.	3A.15-1r	<p>Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</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>	B (Caltrans MOU)	CD (E), PW
158.	3A.15-1v	<p>Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</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>	B (Caltrans MOU)	CD (E), PW

159.	3A.15-1w	<p>U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</p> <p>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
160.	3A.15-1hh	<p>U.S. 50 Eastbound/Folsom Boulevard</p> <p>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
161.	3A.15-1ii	<p>U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge</p> <p>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
162.	3A.15-2b	<p>Participate in the City's Transportation System Management Fee Program</p> <p>The owner/applicant for any particular discretionary development 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
163.	3A.15-3	<p>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</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

164.	3A.15-4a	<p>Sibley Street/Blue Ravine Road Intersection</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 PFFFP fee	CD (E), PW
165.	3A.15-4c	<p>East Bidwell Street/College Street</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 PFFFP fee	CD (E), PW
166.	3A.15-4g	<p>Oak Avenue Parkway/Easton Valley Parkway</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
167.	3A.15-1f	<p>Oak Avenue Parkway/Middle Road Intersection</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 PFFFP fee	CD (E), PW
168.	3A.15-1j	<p>Hazel Avenue between Madison Avenue and Curragh Downs Drive</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
169.	3A.15-1l:	<p>White Rock Road/Windfield Way Intersection</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

170.	3A.15-4i	<p>Grant Line Road/White Rock Road Intersection</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
171.	3A.15-4j	<p>Grant Line Road between White Rock Road and Kiefer Boulevard</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
172.	3A.15-4k	<p>Grant Line Road between Kiefer Boulevard and Jackson Highway</p> <p>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

173.	3A.15-4l	<p>Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps 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
174.	3A.15-4m	<p>White Rock Road between Grant Line Road and Prairie City Road 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
175.	3A.15-4n	<p>White Rock Road between Empire Ranch Road and Carson Crossing Road 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
176.	3A.15-4o	<p>White Rock Road/Carson Crossing Road Intersection 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

177.	3A.15-4p	<p>Hazel Avenue/U.S. 50 Westbound Ramps Intersection 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
178.	3A.15-4q	<p>Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard 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
179.	3A.15-4r	<p>Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue 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

180.	3A.15-4s	<p>Eastbound US 50 between Folsom Boulevard and Prairie City Road</p> <p>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>	B Pay SCTDF	CD (E), PW
181.		<p>Credit Reimbursement Agreement</p> <p>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>	M	CD (E)
182.		<p>The two project vehicle entry gates shall swing inward and away from the public streets. In addition, vehicle queuing at the two entry gates shall be monitored by the Community Development Department and the Home Owners Association on an ongoing basis to verify that vehicles are not backing up into the adjacent public streets. In the event that vehicle queuing at the two entry gates becomes a public safety issue, the two vehicle entry gates will be required to remain open during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hours on weekdays.</p>	I, O	CD (P)(E)

ARCHITECTURE/SITE DESIGN REQUIREMENTS

183.		<p>Landscaping Plan 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)
184.		<p>Walls/Fences/Gates 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 Enclave at Folsom Ranch Design Guidelines.</p>	B	CD (P) (E)
185.		<p>Mechanical Equipment Screening 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)

186.

City Corporation Yard

The location tentatively identified for acquisition by the City for the City's new Corporation Yard in Section 2.2.3.4 of the First Amended and Restated Tier I Development Agreement (ARDA) between the City and the project developer may not be feasible for use as a Corporation Yard due to challenges in obtaining County entitlements and utility services. Subject to the application of this condition to other Participating Landowners (as defined in the ARDA) as provided herein, the following condition is added with respect to resolution of the location of the corporation yard:

Prior to approval of the First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), a site consistent with the requirements of Section 2.2.3.4 of the ARDA, as may be amended or as 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 Council.

Prior to approval of the First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), a site consistent with the requirements of Section 2.2.3.4 of the ARDA, as may be amended or as 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 Council.

The City intends to impose this condition 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 the City fails to impose such a condition, when required, with at least substantially similar terms, although precise language may differ (whether through a

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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), this condition of approval shall be null and void as to Owner/Applicant's Project, and shall not be used as a reason to prevent approval of any final small lot map for Owner/Applicant's Project. If the City approves any other final small lot map for a project within the Plan Area and the Corporation Yard site has not been approved as provided for herein, Owner/Applicant may seek relief from the terms of this condition by appeal to the City Manager, with the right to review by the City Council.

If and when the City amends the ARDA for any other Folsom Plan owner to include the language described below, in addition to the above and subject to the paragraph below, Applicant agrees to a future modification of Section 2.5.3B of the Amended and Restated Development Agreement (ARDA) as follows: 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:

....(9) A site consistent with the requirements of Section 2.2.3.4, as may be amended or as 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 forgoing, 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 Owner/Applicant proposes final maps in phases, Owner/Applicant 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. The City will be proposing the amendment to Section 2.5.3B as described above as to other Folsom Plan Area landowners seeking future specific plan amendment, tentative subdivision map or ARDA amendments. If and when the City modifies the ARDA for any other Folsom Plan Area landowner to add this section, then Applicant will agree to a modification of its then existing ARDA or amendment thereto. If the City does not amend the ARDA with respect to any other landowner to include the provision set forth above prior to City Council's consideration of a final map, then this requirement shall be null and void as to Owner/Applicant's project.

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School Sites

The locations of the elementary school sites and the combined middle school/high school were initially established during the City's processing and approval of the Folsom Specific Plan, at which time all Plan Area participants were engaged in the review of land planning and land uses. In 2015, the Folsom Cordova Unified School District raised concerns that the planned location of the future combined middle school/high school site may not be preferred.

Prior to approval of First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), the site(s) for the future high school and middle school in the Folsom Plan Area will be identified and approved by the City, in consultation with the Folsom Cordova Unified School District.

The City intends to impose this condition 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 the City fails to impose such a 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), this condition of approval shall be null and void as to Owner/Applicant's Project, and shall not be used as a reason to prevent approval of any final small lot map for Owner/Applicant's Project. If the City approves any other final small lot map for a project within the Plan Area and the high school and middle school site(s) has not been approved as provided for herein, Owner/Applicant may seek relief from the terms of this condition by appeal to the City Manager, with the right to review by the City Council.

If Owner/Applicant proposes final maps in phases, Owner/Applicant 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(s) as described above. The City Manager's determination of substantial progress shall be in his/her sole discretion. If and when the City amends the Amended and Restated Development Agreement ("ARDA") for any other Folsom Plan owner to include the language described below, in addition to the above and subject to the paragraph below, Applicant agrees to a future modification of Section 2.5.3B of the ARDA as follows:

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CD (E)(P)

186. Cont.		<p>Section 2.5.3B 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:</p> <p>...(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 identified site(s), the applicant 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.</p> <p>The City will be proposing the amendment to Section 2.5.3B as described above as to other Folsom Plan Area landowners seeking future specific plan amendment, tentative subdivision map or ARDA amendments. If and when the City modifies the ARDA for any other Folsom Plan Area landowner to add this section, then Applicant will agree to a modification of its then existing ARDA or amendment thereto. If the City does not amend the ARDA with respect to any other landowner to include the provision set forth above prior to City Council's consideration of a final map, then this requirement shall be null and void as to Owner/Applicant's project.</p>	M	CD (E)(P)
187.		<p>The design of the proposed interim detention/hydro-modification basin shall be reviewed and approved by the City. The design shall include City approved vehicular access by City operation and maintenance vehicles to the entire interim 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 the Final Subdivision Map.</p>	M	CD (E)(P)
188.		<p>The owner/applicant shall construct Easton Valley Parkway to its ultimate horizontal and vertical alignment between Scott Road and New Placerville Road. Easton Valley Parkway shall include one lane of travel in each direction and shall include the intersections of Scott Road and New Placerville Road as shown on the approved Vesting Tentative Subdivision Map. In addition, the owner/applicant shall be responsible for constructing all turn lanes and frontage improvements required along Easton Valley Parkway, New Placerville Road and Street 1 for the proposed vesting small lot tentative subdivision map. All required improvements including, but not limited to, water, sanitary sewer, storm drainage and roadway improvements as shown on the approved vesting tentative subdivision map shall be constructed with the first phase to the satisfaction of the City.</p>	M	CD (E)(P)

189.	<p>The owner/applicant shall construct New Placerville Road to its ultimate horizontal and vertical alignment from its intersection with Easton Valley Parkway to the intersection of Street 1 and shall construct Street 1 to its ultimate horizontal and vertical alignment from its intersection with Scott Road to the intersection of New Placerville Road as shown on the approved vesting tentative subdivision map.</p>	M	CD (E)(P)
190.	<p>The owner/applicant shall construct Scott Road from the intersection of Street 1 to the intersection of Easton Valley Parkway to its ultimate horizontal and vertical alignment and elevation as shown on the approved Vesting Tentative Subdivision Map. The ultimate horizontal and vertical alignment will include the entire of the two (2) noted intersections from curb return to curb return. The owner/applicant will be permitted to construct interim roadway transitions extending south of the Street 1/Scott Road intersection and extending north of the Easton Valley Road/Scott Road to connect to the existing Scott Road to the satisfaction of the City.</p>	M	CD (E)(P)
191.	<p>The owner/applicant shall provide a funding mechanism for the operation and maintenance (O&M) of the proposed interim detention/hydro-modification basin (basin), which will be maintained by the City. The owner/applicant shall also be required to prepare an O&M manual for the proposed interim basin and the manual shall be subject to review and approval by the City. The funding for the operation and maintenance of the basin shall remain in place until such time the required permanent basin(s) are constructed by others downstream in accordance with the Folsom Plan Area Storm Drainage Master Plan by others. The funding mechanism shall be in place and the funding available to the City and the O& M manual shall be reviewed and approved by the City prior to approval of the Final Subdivision Map.</p>	M	CD (E), PW
192.	<p>The owner/applicant shall be solely responsible for the entire cost to remove the interim basin and the temporary stockpile of fill material needed to restore Parcel 2 to a developable condition at such time the permanent basins are constructed downstream by others in accordance with the Folsom Plan Area Storm Drainage Master Plan. The owner/applicant shall also be responsible for the abandonment of the public storm drainage easement(s) that will no longer be necessary at such time the interim basin and stockpile of fill material have been removed to the satisfaction of the City. The owner/applicant shall be required to execute an agreement with the City to guarantee funding for the removal of the interim basin and temporary stockpile of fill material prior to approval of the Final Subdivision Map.</p>	M	CD (E), PW

**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025)
WEST OF PLACERVILLE RD., EAST OF SCOTT RD., NORTH OF WHITE ROCK RD., AND SOUTH OF U.S. HIGHWAY 50
LARGE LOT TENTATIVE PARCEL MAP CONDITIONS**

	Mitigation Measure	When Required	Responsible Department
GENERAL REQUIREMENTS			
193.	<p>90 Day Protest Period 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)
194.	<p>Final Parcel Map The applicant shall submit a Final Parcel Map to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Tentative Parcel Map dated October 14, 2016 	OG	CD (E)(P)
195.	<p>Development Rights The approval of this Tentative Parcel Map and the recording of any Vesting Tentative Subdivision Map does not convey any right to develop. Processing and approval of a Small Lot Tentative Subdivision Map or maps and/or Planned Development Permit applications shall be required prior to construction or development of any of the parcels created by this Tentative Parcel Map. As a condition of the Small Lot Tentative Subdivision Map or maps and/or Design Review approval, the City shall identify improvements necessary to develop the subject parcel. 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)

**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025)
WEST OF PLACERVILLE RD., EAST OF SCOTT RD., NORTH OF WHITE ROCK RD., AND SOUTH OF U.S. HIGHWAY 50
LARGE LOT TENTATIVE PARCEL MAP CONDITIONS**

	Mitigation Measure	When Required	Responsible Department
196.	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:	OG	CD (P)(E)(B) PW, PR, FD, PD
	<ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith 		
197.	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.		
	Street Names The street names identified below shall be used for the Final Parcel Map: Scott Road, Easton Valley Parkway, New Placerville Road, and Placerville Road.	M	CD (E)(P)
198.	Public Right of Way Dedication 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 Tentative Parcel Map.	M	CD (E)(P)
199.	FMC Compliance The Final Parcel Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	M	CD (E)
200.	Single Phase The Final Parcel Map shall be recorded in one phase.	M	CD(E)

**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025)
WEST OF PLACERVILLE RD., EAST OF SCOTT RD., NORTH OF WHITE ROCK RD., AND SOUTH OF U.S. HIGHWAY 50
LARGE LOT TENTATIVE PARCEL MAP CONDITIONS**

	Mitigation Measure	When Required	Responsible Department
201.	<i>Validity</i> Pursuant to Government Code Section 66452.6, this approval 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.	M	CD(E)
202.	The owner/applicant shall provide public storm drainage easement to the City for the proposed interim basin and any other publicly maintained storm drainage improvement which may be constructed outside the proposed public street right-of-way. The public storm drainage easement (s) shall be shown on the Final Parcel Map.	M	CD (E)
203.	The owner/applicant shall provide public water main easement to the City for the proposed pressure reducing valve station which will be required and will be constructed outside the proposed public street right-of-way of Easton Valley Parkway west of New Placerville Road. The public water main easement (s) shall be shown on the Final Parcel Map Map.	M	CD (E)
204.	The owner/applicant shall dedicate all necessary public rights-of-way for the future alignment for the ultimate width for Scott Road. The public right-of-way dedication shall be shown on the parcel map. The owner/applicant shall be required to negotiate with the City for the proposed relinquishment of the property owned by the City for existing Scott Road. The City owns the existing land within the existing Right-of-Way limits of Scott Road. The City therefore reserves the right to seek reasonable compensation for those sections of property within the boundaries of Scott Road that are proposed to be abandoned as shown on the tentative parcel map. The relinquishment of those City owned portions of existing Scott Road shall be completed to the satisfaction of the City prior to approval of the Final Parcel Map.	M	CD (E)

**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025)
WEST OF PLACERVILLE RD., EAST OF SCOTT RD., NORTH OF WHITE ROCK RD., AND SOUTH OF U.S. HIGHWAY 50
LARGE LOT TENTATIVE PARCEL MAP CONDITIONS**

	Mitigation Measure		When Required	Responsible Department
205.		<p>The owner/applicant shall provide written notice that Parcel 2 shall be encumbered by the construction of an interim detention/hydro-modification basin (interim basin) needed to serve proposed development on Parcel 1. The notice shall include a description of the proposed improvements, describe the required off-site permanent detention/water quality/hydro-modification improvements needed to be constructed in order to abandon the proposed interim basin and shall include a statement that development of Parcel 2 cannot proceed until such time the interim basin is removed to the satisfaction of the City. The notice shall be provided with a note on the parcel map and a recorded public storm drainage easement as required in Condition No. 205</p> <p align="center">DEVELOPMENT COSTS AND FEE REQUIREMENTS</p>	M	CD (E), PW
206.		<p>The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.</p>	M	CD (P)(E)
207.		<p>If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)
208.		<p>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.</p>	M	CD (P)(E)

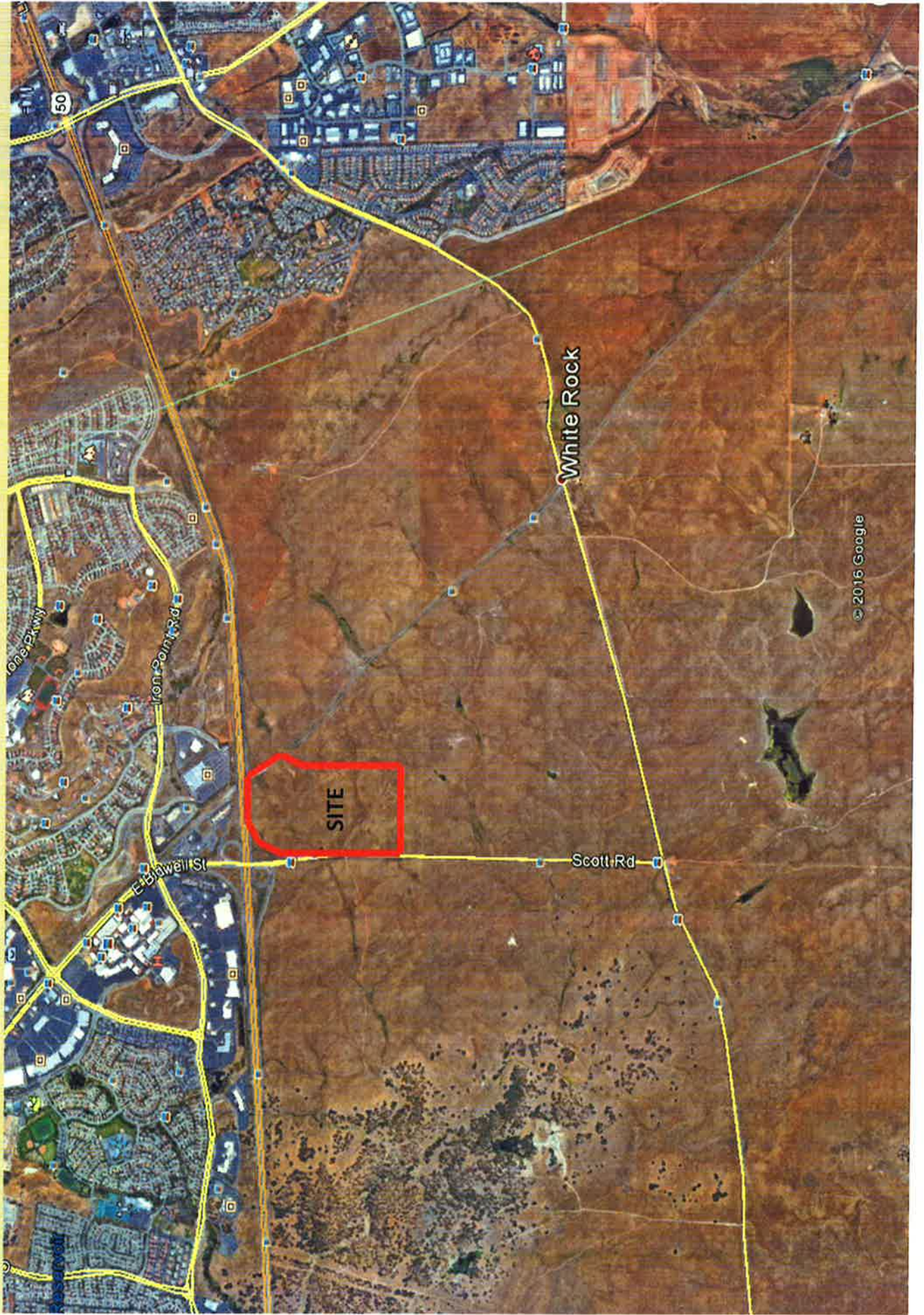
**CONDITIONS OF APPROVAL FOR THE ENCLAVE AT FOLSOM RANCH SUBDIVISION PROJECT (PN 16-025)
WEST OF PLACERVILLE RD., EAST OF SCOTT RD., NORTH OF WHITE ROCK RD., AND SOUTH OF U.S. HIGHWAY 50
LARGE LOT TENTATIVE PARCEL MAP CONDITIONS**

	Mitigation Measure		When Required	Responsible Department
209.		<p>This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all City-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (October 19, 2016). The fees shall be calculated at the fee rate in effect at the time of building permit issuance.</p>	M	CD (P)(E), PW, PK
210.		<p>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.</p>	M	CD (P)(E)

Attachment 1

Vicinity Map

Vicinity Map



Attachment 2

Tentative Parcel Map, dated September 2, 2016

Attachment 3

**Vesting Tentative Subdivision Map
Dated October 10, 2016**

Attachment 4

Preliminary Site Plan, dated July 22, 2016

SFHD

GC

EASTON VALLEY PARKWAY



MLD

GC

SCHOOL/PARK

MLD

ILLUSTRATIVE SITE PLAN
PLANNED DEVELOPMENT PERMIT (PD)

Enclave at
FOLSOM RANCH

Folsom, California
July 27, 2016

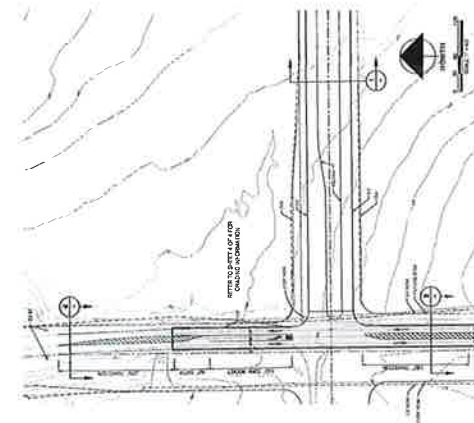
MACKAY & SOMPS
CONSULTING ENGINEERS

Attachment 5

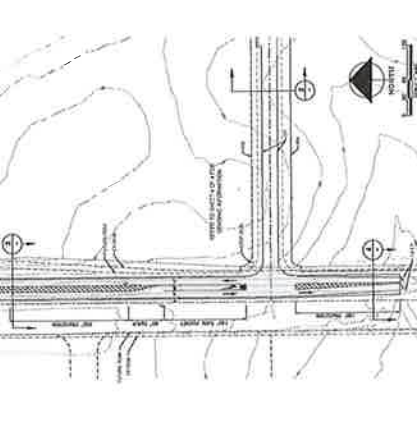
**Preliminary Grading and Drainage Plan
Dated October 10, 2016**

Attachment 6

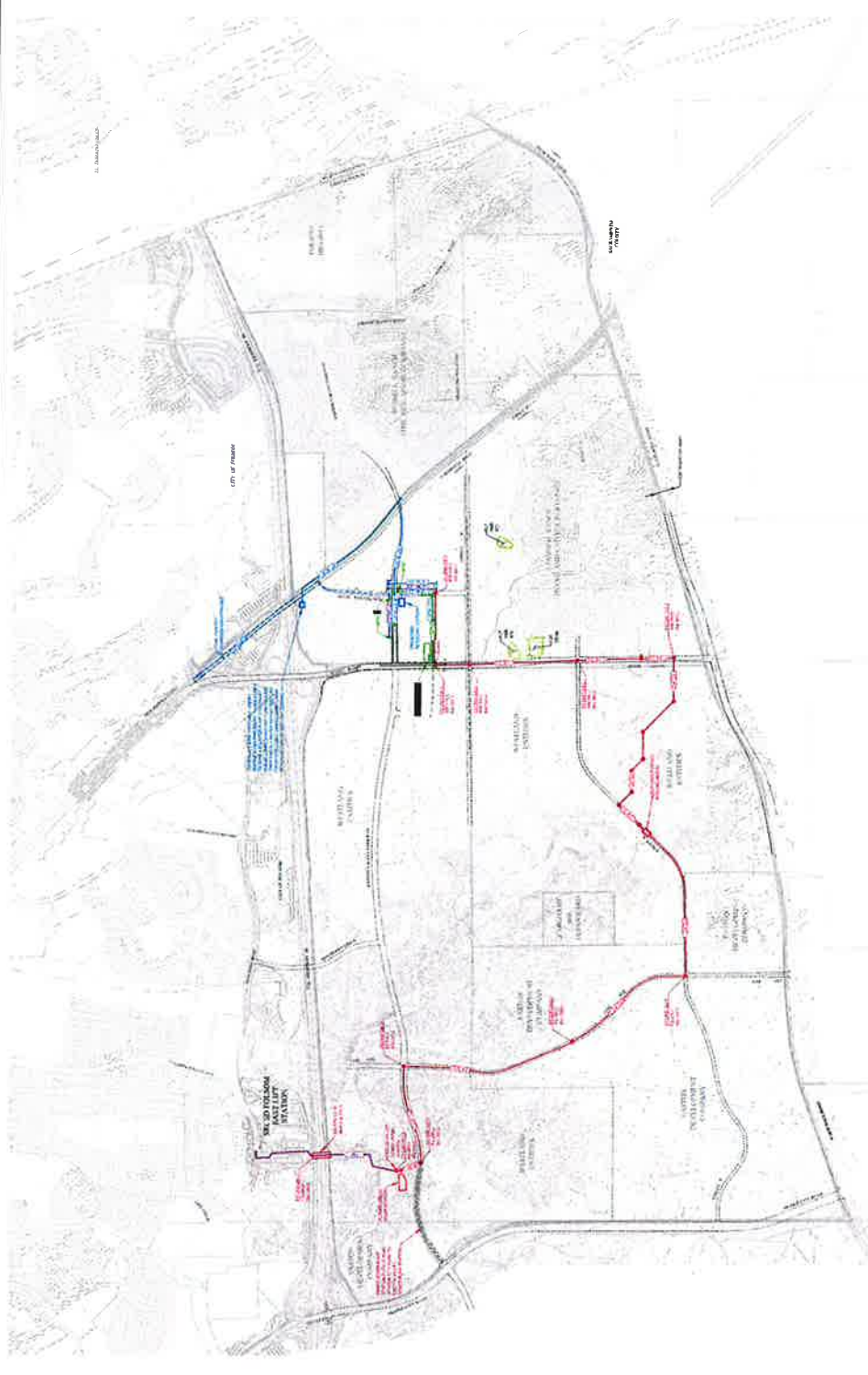
**Preliminary Off-Site Infrastructure Plan
Dated October 10, 2016**



PROPOSED EASTON VALLEY PARKWAY / SCOTT ROAD INTERIM INTERSECTION DESIGN



PROPOSED STREET 1 / SCOTT ROAD INTERIM INTERSECTION DESIGN



PRELIMINARY OFFSITE INFRASTRUCTURE PLAN

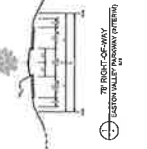
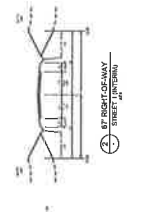
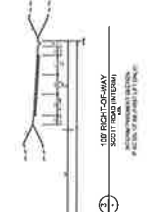
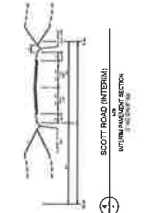
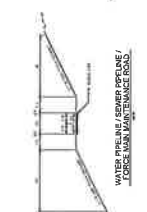
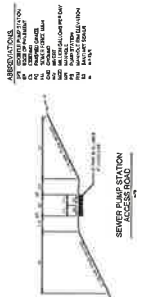
Enclave at FOLSOM RANCH

SCALE: 1" = 400'

November 16, 2016

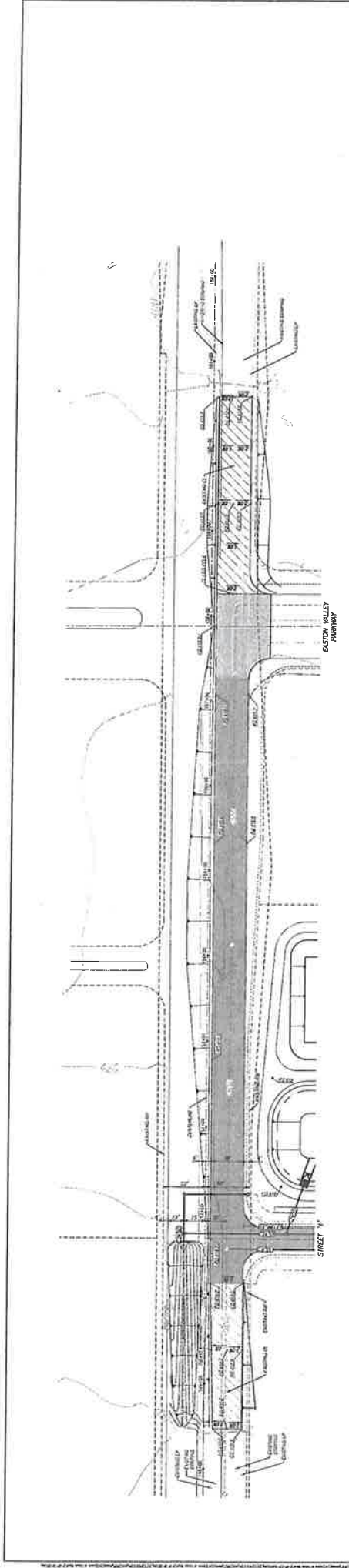
McClain & Sons
Calabasas, California

- LEGEND**
- PROPOSED WATER MAINS (12" DIA. @ 10' DEPTH)
 - PROPOSED SEWER MAINS (12" DIA. @ 10' DEPTH)
 - PROPOSED STORMWATER MAINS (18" DIA. @ 10' DEPTH)
 - PROPOSED GAS MAINS (12" DIA. @ 10' DEPTH)
 - PROPOSED UTILITY VAULTS
 - PROPOSED MANHOLES
 - PROPOSED EXISTING UTILITY VAULTS
 - PROPOSED EXISTING MANHOLES
 - PROPOSED EXISTING WATER MAINS
 - PROPOSED EXISTING SEWER MAINS
 - PROPOSED EXISTING STORMWATER MAINS
 - PROPOSED EXISTING GAS MAINS

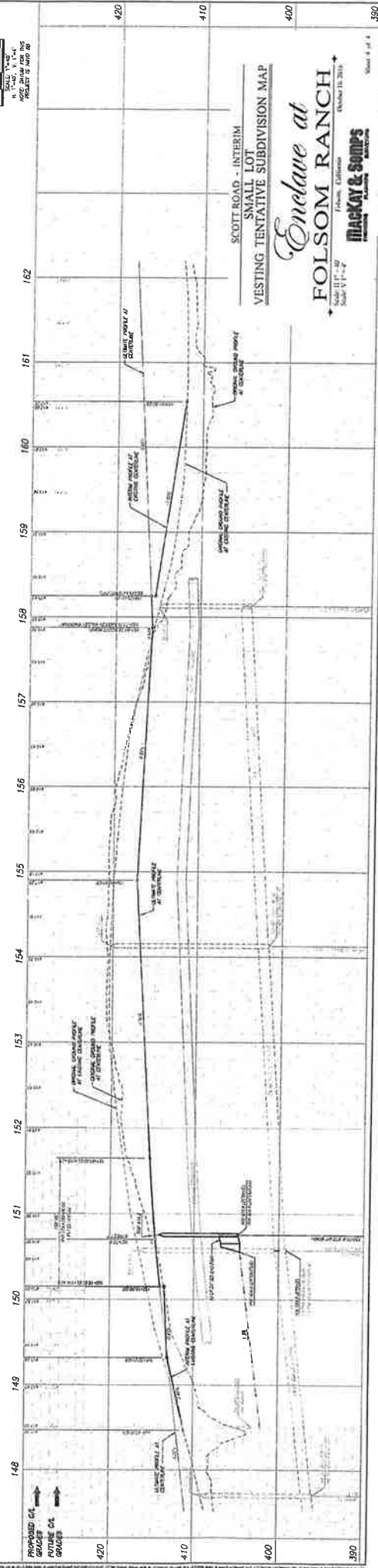


Attachment 7

**Scott Road Interim Improvement Plans
Dated October 10, 2016**



SCOTT ROAD



SCOTT ROAD - INTERIM
 SMALL LOT
 VESTING TENTATIVE SUBDIVISION MAP

Enclave at
FOLSOM RANCH
 Folsom, California
 Mackay & Seamps
 CIVIL ENGINEERS

Scale: 1" = 40'
 Date: 11/11/11
 (Revised 11/15/2011)

Sheet 4 of 4

Attachment 8

Enclave at Folsom Ranch Design Guidelines
Dated July 25, 2016

Enclave at
FOLSOM RANCH

DESIGN GUIDELINES

Revised July 25, 2016

Enclave at
FOLSOM RANCH

DESIGN GUIDELINES

Revised July 25, 2016



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Chapter 1 summarizes the context of the Enclave at Folsom Ranch site, its location and purpose, and outlines the authority and structure of this document.

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1.2 PURPOSE.....	6

TWO *Architecture*

Chapter 2 defines the design principles that apply to all residential development within Enclave at Folsom Ranch. This Chapter also presents a collection of architectural styles grouped by thematic series.

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2.2.3 Reciprocal Use Easements	12
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THREE *Landscape*

Chapter 3 defines the design principles that apply to all landscape design within Enclave at Folsom Ranch. This section also addresses community elements, fences and walls, as well as monumentation and lighting.

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APPENDIX *CA*

Appendix A is a master plant and tree list for the community.

ONE *Introduction*

1.1 LOCATION AND SETTING

Enclave at Folsom Ranch (Enclave) is a private, gated community located in the City of Folsom, approximately 25 miles east of Sacramento in the Foothills of the Sierra Nevada Mountains. The site is nestled in the heart of the Folsom Plan Area Specific Plan (FPASP), tucked between Scott Road and Placerville Road, with Easton Valley Parkway directly to the north.



As part of the FPASP, Enclave will support the City's vision for complete communities by featuring a 0.4 acre private amenity local park that will enhance the character of the community as well as provide a beautiful neighborhood meeting space. The residential site plan is designed to promote walkability within the neighborhood as well as connections to amenities and public transit near the site.

Enclave has been thoughtfully designed to enhance the surrounding community, and will respect and complement the City of Folsom's commitment to a high quality of life for its residents.

The FPASP zoning for the approximately 14.7 acre site is Multi-Family Low Density (SP-MLD) and will feature 111 lots.

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 that was later annexed into the City of Folsom in early 2012.

This Design Handbook provides an overview of the design criteria required to implement the desired physical form of the Enclave 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.

ONE Introduction



ILLUSTRATIVE SITE PLAN
PLANNED DEVELOPMENT PERMIT (PDM)

Enclave at
FOLSOM RANCH

Frank, California
July 25, 2019
Black & Veatch

FIGURE 1.1 Site Illustrative

These Guidelines function to:

- ◆ Implement the City of Folsom General Plan goals for residential projects.
- ◆ Implement the Folsom Plan Area Specific Plan and Westland Eagle Specific Plan Amendment.
- ◆ Complement the design guidelines for "Public Realm" space 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.

TWO *Architecture*

2.1 INTRODUCTION

Enclave at Folsom Ranch 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 Enclave at Folsom Ranch. 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 Enclave at Folsom Ranch.

2.2 DESIGN PRINCIPLES

2.2.1 DIVERSITY OF STREETScape

An eclectic 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 Enclave at Folsom Ranch shall be built in order to create a cohesive streetscape with a distinctive character.

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, and together

with a variety of color schemes lower the "repeat factor" (the number of times the same plan, elevation and color scheme occurs). 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+	3	4

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 in the form of proper roof pitches and forms also plays a significant role in the authenticity and diversity of the streetscape.

Massing must be appropriate and authentic to the architectural style (e.g., the Arts and Crafts style has a front porch as a signature defining element; it would be inauthentic to design an Arts and Crafts style home without a porch element).

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

TWO *Architecture*

Horizontal and vertical articulation is 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.



FIGURE 2.1 Example of massing & alternating roof styles

REPETITION

Avoiding repetition of identical floor plans or architectural styles 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.



FIGURE 2.2 Example of four-sided architecture

2.2.2 ENHANCED BUILDING ARCHITECTURE

The continuation of style-specific architectural elements from the front façade around to the side and rear elevations creates an authentic architectural statement. There is a minimum level of enhancement required on all homes based on architectural style.

Blank, unadorned building faces are never permitted; a certain minimum amount of detail is required to reflect a unified architectural treatment. It is recognized, however, that there are situations where a building face is virtually hidden and adding additional architectural elements is unproductive (e.g. zero lot line conditions, reduced side yard setbacks, etc.). The approach should be a hierarchy of treatment based on location, function, and level of pedestrian interaction. For example, when side or rear façades face neighboring residences, the level of design along this side or rear façade, should continue the architectural style of the residence and use the same quality of materials, wrapping a maximum of two feet along non-visible side. The following section identifies enhanced lot situations.

Figure 2.3 identifies home sites that are visible from multiple angles, public ways, open space, community edges, and major arterials.

Building faces that are visible on identified lots shall exhibit at least two style-specific architectural elements 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. 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.
- ◆ 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 promotes a more pedestrian-oriented neighborhood.

Garages must be set back a minimum of 3' from living space or porches when accessed from a traditional street configuration or be recessed into thickened walls by a minimum of 12" if on same plane as the front door.

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

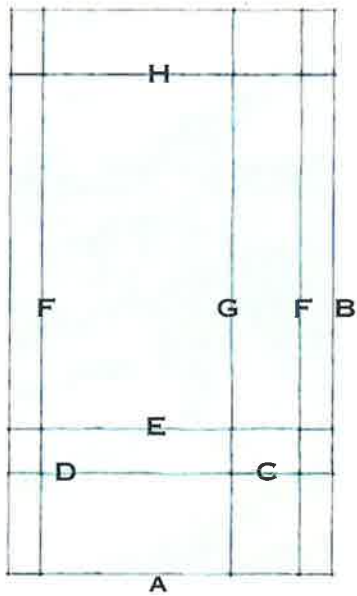


FIGURE 2.3 Enhanced Lots Exhibit

2.3 DEVELOPMENT STANDARDS

The following development standards section describes typical lot conditions within Enclave at Folsom Ranch. Lots within the community deviate from the development standards set forth in the FPASP.

Standard 40 x 70 Lot



LOT CHARACTERISTICS

A - Width (min.)	40' (at front setback line)
B - Lot Depth (min.)	70'
Max. Height	30' / two-stories

BUILDING SETBACKS (MIN.)

C - Front to Living	12.5'
D - Front to Porch	12.5'
E - Front to Garage/Rollup	18'
F - Interior Side	4'
G - Street Side	12.5'
H - Rear	8'

TWO *Architecture*

2.4 ARCHITECTURAL COLLECTIONS

These Guidelines provide direction for specific architectural styles within Enclave at Folsom Ranch. Each Collection includes a brief introduction to the featured architectural styles and the defining characteristics of each style, as well as example imagery. To further define and emphasize the architecture of Enclave at Folsom Ranch, 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.
 - ◆ Stucco finish options should be varied and may include heavy knock down, 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).
 - ◆ 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 should complement the architectural style.
 - ◆ House lights should complement the architectural style.
- ◆ Lighting fixtures shall be dark sky compliant and not create flare or spillover to adjacent neighbors.
 - ◆ 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.

Architectural Collections:

THE ARTISAN COLLECTION

THE AGRARIAN COLLECTION

THE CALIFORNIA COLLECTION

THE COTTAGE COLLECTION

The Artisan Collection

The Artisan Collection at Enclave at Folsom Ranch is rooted in nature. With a focus on integrating with the land, these styles are cut from the same natural cloth. Inspired by the work of Frank Lloyd Wright and Greene & Greene, these homes can 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 include:

MASSING & FORM

- ◆ Simple massing, front or side gabled or hipped with an emphasis on horizontal lines.
- ◆ Symmetrical or asymmetrical form.
- ◆ 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.
- ◆ 6" to 18" 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.

TWO *Architecture*



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 include:

MASSING & FORM

- ◆ Rectangular, typically two-story.
- ◆ Front, side, or cross-gabled, often with a dominant forward-facing feature gable.
- ◆ Symmetrical or asymmetrical.
- ◆ 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.

TWO *Architecture*



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.

MASSING & FORM

- ◆ Two-story, rectangular form.
- ◆ Principal side gabled roof.

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.
- ◆ Optionally, style may include brick at first floor, which may be painted.
- ◆ Paired windows in groups of twos or threes.

DETAILS

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

TWO *Architecture*



THE Cottage Collection

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

The Cottage Collection is comprised of romantic, country styles that add an inviting and friendly atmosphere to new communities. A few key features of the Collection include:

MASSING & FORM

- ◆ 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".
- ◆ Bell cast 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; single windows also allowed.
- ◆ Head and sill window trim or full window surrounds.
- ◆ Entry doors accented by trim surrounds.

DETAILS

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

TWO *Architecture*



THREE *Landscape*

3.1 INTRODUCTION

These landscape guidelines create a cohesive landscape identity while enhancing pedestrian and vehicular circulation for Enclave.

Chapter three outlines a landscape framework for streetscapes, residential settings, parks, paseos, community monumentation, irrigation and water conservation. Also presented in this chapter are guidelines for landscape design elements such as walls and fences, hardscape, site furnishings and lighting. Appendix A, located at the end of this chapter, contains a master tree and plant list for the community.

Enclave is located in a hot-summer Mediterranean climate – with a well-defined dry season, rainy winters and sub-tropical temperatures,



California Heritage landscapes shall provide a context and identity for Enclave by working with natural features such as climate, soils, native vegetation and the conditions formed by new land uses and built environments. California Heritage landscapes shall blend natural landscapes and manicured areas, make use of low water use and native plant materials,

and incorporate natural materials such as dry stacked stone product and heavy timbers – all within an earth toned color palette. The landscape character shall be extended into simple yet high quality public spaces, maintaining a cohesive landscape design throughout the neighborhood.

These landscape guidelines have been developed in accordance with the City of Folsom, the FPASP, WESPA and AB 1181 (California Model Water Efficient Landscape Ordinance).



THREE Landscape

3.2 COMMUNITY LANDSCAPE GUIDELINES

The following section establishes standards for the functional and visual character of the public landscapes to be established at Enclave.

Water efficiency shall define public landscapes; 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. 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 communities shall establish a unique visual setting at Enclave. Thematic plant lists shall be developed for common areas, residential streets, neighborhood landscapes, community entries, parks and paseos. See Appendix A for plant lists.

A repeating palette of materials that presents a California Heritage theme shall be developed for entry features, monuments, site furnishings and special paving.

Canopy shade trees in common areas or residential neighborhoods shall conform to the 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.

Top soils should be stockpiled and used in planting areas if possible; mounded and contoured to create visual interest at landscape types such as common area landscapes and parks.

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 Enclave.



3.2.1 COMMON AREA LANDSCAPES: EASTON VALLEY PARKWAY/NEW PLACERVILLE ROAD

The common area landscape shall reinforce the hierarchy of boundary streets and community entries. Common area landscapes along Easton Valley Parkway / New Placerville Road shall provide seasonal interest and create a visual buffer to adjacent portions of Enclave. Frontages along Easton Valley Parkway / New Placerville Road shall be planted with single rows of large deciduous canopy trees, planted approximately 40 feet on center. Canopy trees in street-side parkways shall have massed blocks of short grasses and perennials as an understory.

Mixed groves of accent trees and low maintenance, evergreen shrubs and perennials shall form a naturalized, low maintenance backdrop, extending to the enclosing masonry wall at Enclave. Flowering shrubs and perennials within common area landscapes shall be limited to intersections and entries to visually accent those locations.

Where the parkway is 10 feet wide or more, and site grades allow, a landscaped swale to promote rainfall and runoff infiltration is encouraged.

Signage and landmarks shall be consistent with the FPASP and WESPA.

Where a parkway or planter is 10 feet wide or more, and site grades allow, a landscaped swale to promote rainfall and runoff infiltration is encouraged.

3.2.2 RESIDENTIAL STREETS AND NEIGHBORHOOD LANDSCAPE:

1. Residential streets shall be framed and shaded by themed rows of deciduous canopy trees, corresponding to the directional orientation of the street. Deciduous shade producing trees shall be planted every 30 linear feet when no obstructions are present, or one per lot. Evergreen conifer trees are discouraged to allow winter sun exposure.

2. Approaches to intersections on residential streets shall be indicated by groupings of flowering deciduous trees.

3. Street tree planting shall occur within parkways; curb adjacent or attached sidewalk conditions shall continue street tree canopy no less than 4 feet from back of curb or walk.

4. Where architecture and paving creates street-front pockets larger than 6 feet, small accent trees shall be planted to create separations between units and soften the building facade. No planting of accent trees at residences shall occur in a planter space less than 4 feet square.

5. Residential streets where a curb adjacent or attached sidewalk condition occurs shall be landscaped with a mix of water efficient, low maintenance shrubs and groundcovers; flowering shrubs and perennials shall be enhanced at intersection and corner lots to accent those locations.

THREE Landscape



FIGURE 3.1 Landscape Illustrative

6. Residential streets where a separated parkway occurs shall be planted with repeating blocks of low, heat tolerant shrubs, perennials and ornamental grasses. Parkway planting shall not impede pedestrian or vehicular site lines at residential streets.

7. Turf at neighborhood landscapes shall be used for only for maximum effect, in areas no less than 10 feet in width, near residential entries where possible. Turf within 2 feet of curbside, driveways or sidewalk locations shall not be allowed.

8. Planting at neighborhood landscapes shall not occur within 2 feet of walks, walls, fences, curbs, driveway transitions or residential entry walks.

9. Front and side yards at neighborhood landscapes shall be landscaped using similar materials and groupings to create a consistent streetscape.

10. Evergreen hedge forming shrubs shall not be used between residences.

11. At residential fences or patios, use of non-woody plant materials (grasses and the like) are encouraged to reduce maintenance and conflicts with structures.

12. All landscape areas within neighborhood landscape shall maximize the use of sub-surface irrigation, drip collars at tree planting, high efficiency nozzles and emitters and be equipped with weather based irrigation controller. No spray irrigation shall

be allowed within 24" of paving, curbs or wood fencing.

13. Permanent, concrete mow strips shall separate public landscapes from Neighborhood landscapes where a fence, wall or walk does not form a separation.

3.2.3 TRELLISES AND SCREENING AT NEIGHBORHOOD LANDSCAPES

1. Trellises, screens and architectural extensions that create additional interests, screening, and reinforce architectural themes at residential neighborhoods are encouraged.

2. View-top panels to reduce the solid appearance of sideyard and corner return fences are encouraged.

3.2.4 LANDSCAPE DEVELOPMENT STANDARDS

1. Typical front yard landscape design for the neighborhood shall be developed by homebuilder and apply to front and sideyard areas, and will detail utility setbacks and safety concerns.

2. Landscape design shall detail how a third party irrigation certification is conducted per California Model Water Efficient Landscape Ordinance (AB 1881).

3. Landscape design shall include recommendations for maintenance practices for the proposed landscape.

THREE Landscape

3.2.5 ENTRIES AND MONUMENTATION



FIGURE 3.2 Entry Illustrative

The following guidelines apply to entry monument materials and massing that reinforce a California Heritage theme, and will provide a sense of arrival for residences and visitors, while extending the definitions of the neighborhood within Enclave. Monuments shall have a consistent design theme, durable materials and rich, natural color palette that is mirrored in other structures and settings to create a unified aesthetic for Enclave. Figure 3.2, portrays how these elements work together to establish a clear gateway for Enclave at Folsom Ranch.

1. Monumentation at entries shall serve as portals to Enclave, clearly visible to pedestrians and motorists in both directions. They shall create a sense of destination using gables, overhangs, accent and wall wash lighting, decorative typefaces, symbolic graphics and other elements that set them apart from their surroundings
2. Textured paving shall enhance the gateway aspect of project entries. Special paving at a pedestrian scale, such as cut stone

sets or concrete pavers shall repeat the effect where sidewalks and monuments meet.

3. Traditional, implied handcrafted materials and finishes are encouraged. Dry stacked stone product veneer and corner treatments, cast concrete pilaster and wall caps, brick bands and insets should be used to imply traditional building methods.

4. Community I.D. signage incorporated into monumentation shall be used as a focal point; the use of cast or polished stone product, patina metal or other materials that distinguish the Enclave logo and theme is encouraged.

5. Monumentation may be accompanied by smaller accessory pillars, side walls or fences to accentuate their surroundings.

6. Vehicular access gates shall be fabricated with a muted finish, including details that imply hand crafting. Gate shall be controlled by a well-lighted, post mount key pad type security system.

7. Community entries shall be indicated by blocks, groves or rows of columnar deciduous trees. Block plantings of flowering shrubs and perennials in medians and where separated paths are more than 8 feet from curb shall provide visual interest to drivers and pedestrians.

8. Attractive accents such as terraced landscape, low stone walls and groves of broadleaf evergreen trees and should be incorporated at Enclave's expansive southern entry.

9. Block planting of ornamental grasses in landscape areas less than 8 feet shall provide definition of street side landscape.

3.2.6 PARKS AND OPEN SPACE:

1. A private pocket park shall provide a community green space, with a pleasant, sheltering micro-climate, as the setting for informal play and passive recreation.

2. The park shall provide universal access to users, maintain visual and physical access from the surrounding street for public safety, provide durable materials such as stone product or cast concrete for seating and land forms at park perimeter for space definition.

3. Uses and amenities programmed for the park are more passive in nature and may include: neighborhood event space, entry arch or monument, intersecting special paving, Age 2-3 play areas, tree-shaded group seating, public art, themed plant collections (native plant demonstration, bird friendly planting, and butterfly planting). A schematic example of the park parcel is shown in Figure 3.3.

4. Explore the potential for a L.I.D. (Low Impact Development) feature to be considered at the park, in particular the design of a vegetated swale to slow and treat run-off from any turf or landscape areas within the park.

5. Conventional turf shall be minimized in park; use for maximum effect to enhance active use play or gathering places.

THREE *Landscape*

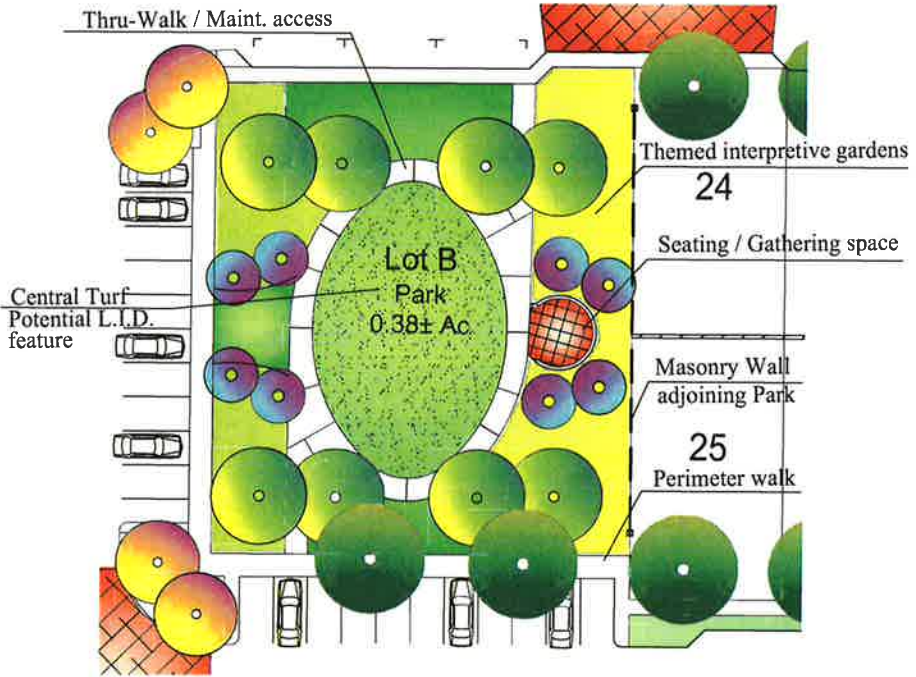


FIGURE 3.3 Park Illustrative

6. Plant materials that do not require regular, manicured care such as native shrubs are encouraged to create a theme and seasonal appearance for the park.

7. Paseos to adjacent land uses shall be fully landscaped using plant materials that are heat tolerant and appropriate to the limited planting areas available. They should be planted in a repeating pattern to simplify maintenance and not impede the path of travel.

8. Small, flowering trees shall be planted at paseos if a minimum planting area of 4' x 4' is available. Planting of small trees may be accomplished at either end of the paseo if planting along its length is not possible.

3.2.7 WALLS AND FENCES

The following guidelines apply to walls and fences required at the boundaries of Enclave, and intersections of private property within the project. Walls and fences shall be constructed to achieve City of Folsom vehicular line of sight standards.

1. Masonry walls fabricated with a split face block, brick cap and pilasters as described, at a height to be determined by traffic and sound study, will be constructed at the perimeters of Enclave and include materials, colors and details that reflect the themes at entry monuments. Visual example of masonry perimeter wall is shown in Figure 3.3. Pilasters clad in dry stack stone product shall punctuate masonry walls at all ends, change in direction or any continuous length greater than 50 feet.

2. Where residential courts occur along the south boundary of the project, view panels shall be created at the masonry wall, secured by tube steel fencing. Style and fabrication shall match vehicular entries and be slightly taller than adjacent masonry wall for visual interest. Pedestrian exit gates may be considered where grade and wall conditions allow.

3. Well detailed and constructed wood fences are encouraged where conditions require fencing for privacy and safety. Neutral colors, are required for any wood construction visible from public areas. Painted wood fences shall not be allowed.

4. The form, materials and finishes for walls and fences shown in Figure 3.4, portray how materials will relate to each other at different ownerships and landscape types.

THREE *Landscape*

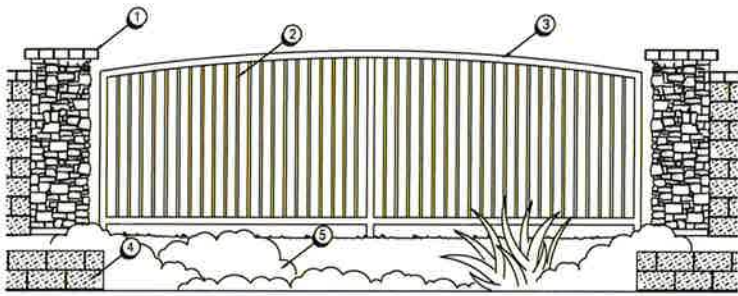


FIGURE 3.4 Curved Tube Steel Fencing

- ① Community Perimeter Wall and Plaster at view panel, 20 ft. typical width
- ② Tube steel pickets 4' on center
- ③ Free standing tube steel fence, 6 ft. min. height
- ④ Retaining wall per civil engineering plan
- ⑤ Water efficient planting at street-side slope

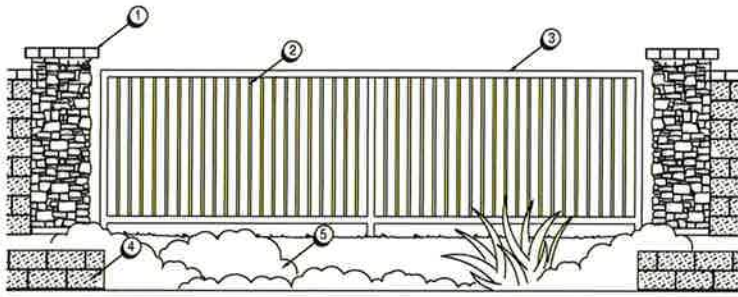


FIGURE 3.5 Square Tube Steel Fencing

- ① Community Perimeter Wall and Plaster at view panel, 20 ft. typical width
- ② Tube steel pickets 4' on center
- ③ Free standing tube steel fence, 6 ft. min. height
- ④ Retaining wall per civil engineering plan
- ⑤ Water efficient planting at street-side slope

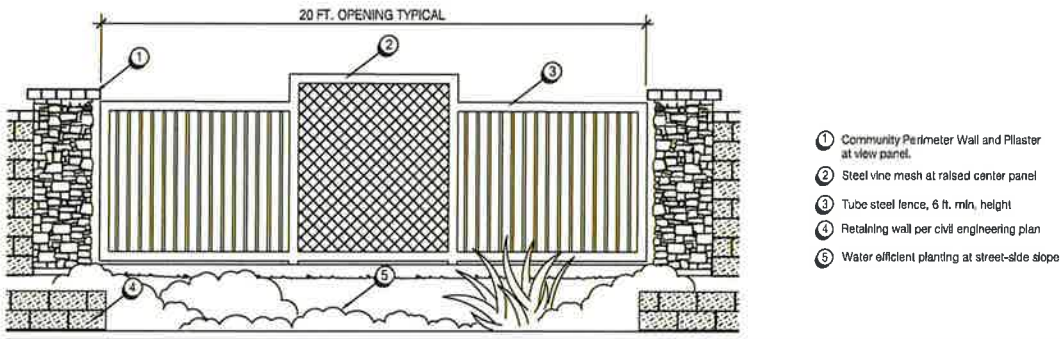


FIGURE 3.6 View Panel Fencing

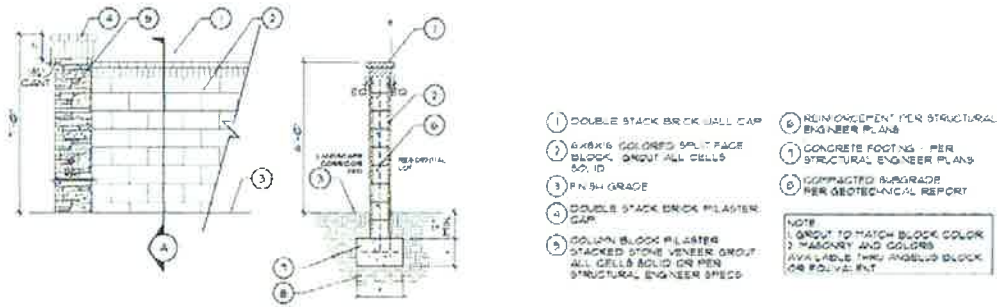
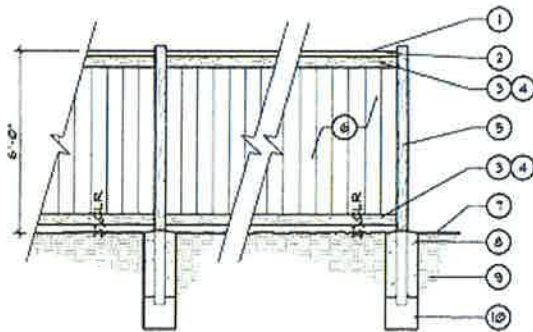


FIGURE 3.7 Perimeter Masonry Wall

THREE *Landscape*



- ① 2x2 TOP TRIM INSIDE, NAIL TO POST AND CAP.
- ② 2 x 6 CAP, NAIL TO POSTS @ HALF LAP SPLICES OVER POSTS AND MITER AT ALL CORNERS.
- ③ 2 x 4 TOP AND BOTTOM RAILS, TOE NAIL TO POSTS.
- ④ 1 x 4 TOP AND BOTTOM TRIM INSIDE NAIL TO POST, RAILING AND CAP.
- ⑤ 4 x 4 846 PRESSURE TREATED POSTS AT 8'-0" O.C. MAX. AT ENDS AND CHANGES OF DIRECTION.
- ⑥ 1 x 6 CEDAR VERTICAL BOARDS BUTT-JOINT ALTERNATE PANELS ON BOTH SIDES, NAIL TO 2x4 TOP & BOTTOM RAIL.
- ⑦ FINISH GRADE - PER CIVIL ENGINEER PRECISE GRADING PLAN.
- ⑧ CONCRETE FOOTING PER STRUCTURAL ENGINEER.
- ⑨ COMPACTED SUBGRADE PER GEO-TECHNICAL REPORT.
- ⑩ 1 CUBIC FOOT OF GRAVEL PER POST FOOTING.

NOTE:
 1. ALL WOOD SHALL BE 846 KILN DRIED UNLESS OTHERWISE NOTED.
 2. ALL WOOD POST SHALL BE 846 DOUGLAS FIR UNLESS NOTED OTHERWISE. ALL OTHER WOOD TO BE CEDAR (NO.1)
 3. PRIMER SHALL BE OIL BASED AND TOP COAT IN PREMIUM WATERBASED LATEX ENAMEL. REFER TO MATERIALS SCHEDULE ON SHEET LC-0 FOR PAINT COLOR.
 4. ALL NAILS AND METAL SHALL BE HOT DIPPED GALVANIZED.
 5. ALL WOOD SHALL HAVE STAMP OF FSC (FOREST STEWARDSHIP COUNCIL) CERTIFICATION.

FIGURE 3.8 Interior Fencing

PUBLIC TO PRIVATE CONDITIONS

1. Where public land uses and private land uses adjoin (example: residences at common area landscapes, park parcel and entries to Enclave) a masonry wall minimum of 6 feet in height shall be installed. Masonry walls at public to private conditions shall be located entirely on common area landscapes to facilitate maintenance without easement creation.

2. Where public land uses and private land uses adjoin at residential front yards, (example: transition from residential street to park parcel) a solid wood fence with top rail, minimum 4 feet in height shall mark the transition from full height wood residential fence or masonry wall to within 6 feet from back of walk. The fence shall have a durable, dark colored finish to match full height wood residential fence

PRIVATE TO PRIVATE CONDITIONS

1. Where private land uses adjoin (example: residential lots) and a separation is required, a wood fence with cap and overlapping boards shall be installed. The fence shall appear the same from both sides. At retaining conditions, wood fence shall be allowed to retain site soils up to 12". Where a masonry retaining wall occurs between lots, a wood fence shall be extended to meet a 6 foot height on the higher of the two lots.

2. Sideyard wing fences shall return to architecture at a well-defined niche, pop-out or 12.5 feet back from solid architectural wall. Fence tie-in at pillars, or free standing patio walls will not be allowed.

3. Sideyard access gates a minimum of 3 feet shall be provided on one side of each residential unit.

4. Corner lot sideyard fencing shall return at a 45 degree angle to maintain City of Folsom vehicular site lines.

3.2.8 STREET AND OPEN SPACE FURNITURE

1. Site furniture is a key element in creating visually cohesive pedestrian scale neighborhoods. Site furniture should be located and chosen to reinforce the uses of community space at Enclave.

2. A palette of street furnishings should be developed to include benches, group mailboxes, bollards and trash receptacles at park parcel and include specifications regarding maintenance setbacks, universal access, and attachment recommendations.

3. Natural stone, concrete or large scale brushed metal furniture materials in subdued finishes imply permanence are encouraged - avoid overly complex or historic forms, painted finishes, bright colors and flammable materials.

THREE *Landscape*

3.2.9 LIGHTING

1. All exterior light fixtures and fixture placement shall comply to the standards specified in the City's design documents. Use of LED technology is required.
2. Streets and intersections should be well lighted in accordance with the 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. Accent lights should be installed at all primary entry monuments.
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. The type and location of building lighting should preclude direct glare onto adjacent property, streets and skyward by the use and application of shields
7. Pedestrian scale fixtures are encouraged over "high mast" poles.
8. Light rays shall be confined on-site through orientation, the use of shading/directional controls, and/or landscape treatment.
9. No tree to be planted within 20 feet of a light standard.
10. Flood lamp shielding and/or City-approved "dark sky" light fixtures/bulbs shall be used in developed areas to reduce the amount of stray lighting into natural resource areas.
11. Direct lighting rays shall be confined to the respective residential and common area lots upon which the exterior lights are to be installed.
12. There shall be no additional lighting at common area landscape or park parcel.

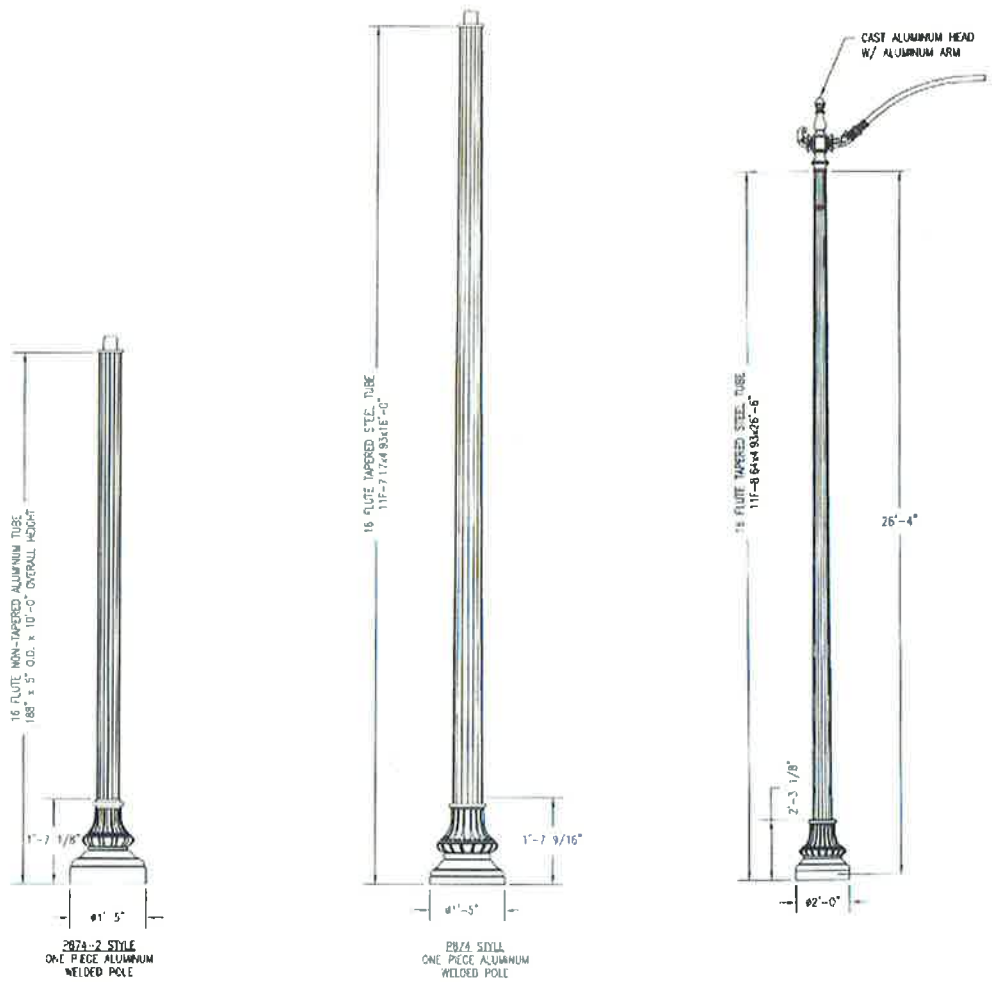


FIGURE 3.9 Lighting Standards

THREE *Landscape*

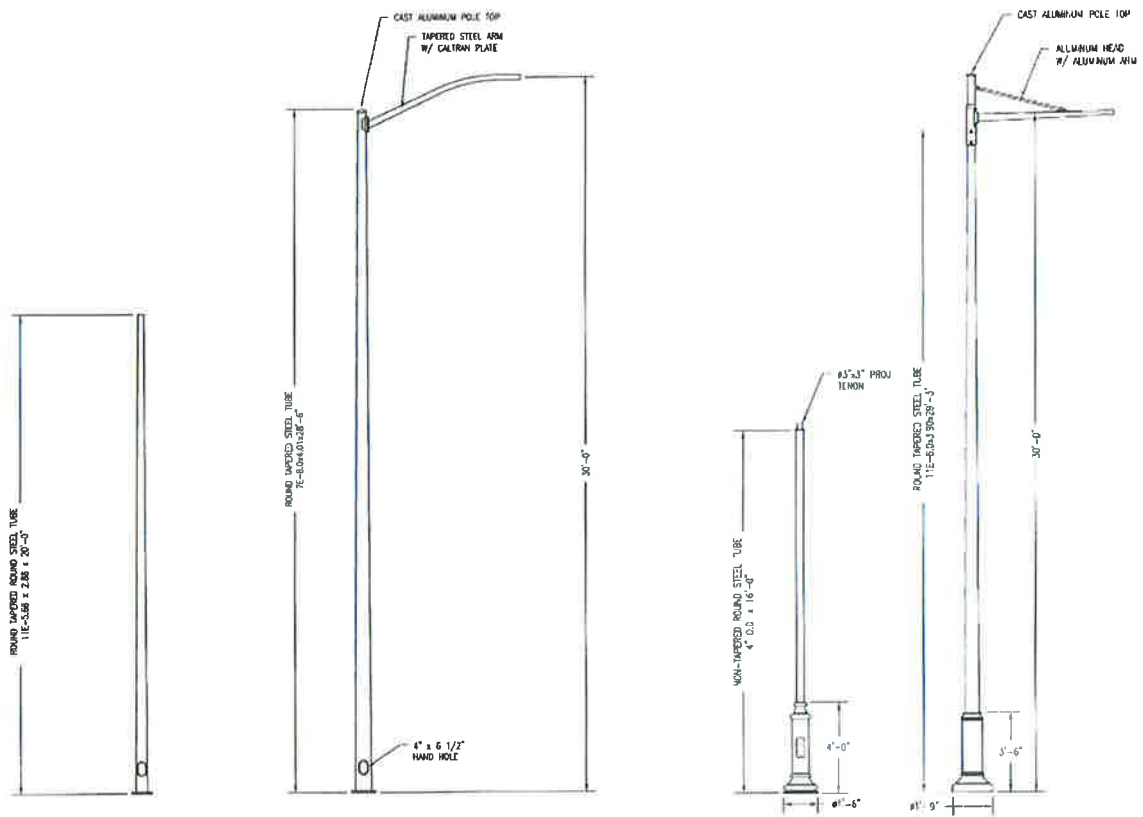


FIGURE 3.10 Lighting Standards Continued

3.3 WATER USE GUIDELINES

3.3.1 HYDROZONES, MICROCLIMATES AND IRRIGATION CONTROLS

1. Plant materials 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 may 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. Plantings of shade tolerant or moderate water use plants shall be limited to protected, shaded micro-climates created by the built environment - walls, entries, T-courts and patios.
4. Drip or sub-surface irrigation is required at common area landscapes (except for turf in pocket park), residential street parkways, areas 8 ft. or less in width, sloping conditions greater than 5:1 and within 2 feet of paving, curbs, fences, walls and structures.
5. Matched precipitation, mini-rotor (MPR) type spray heads are required at all turf and large groundcover areas. MPR's shall not be used on slopes greater than 5:1.
6. Pressure regulation at irrigation source to accommodate the type of irrigation is required.

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

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

9. 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"

10. All irrigation connections, backflow devices, valves and hose bibs using recycled water shall be located well away from sidewalks, curbs, driveway cuts and maintenance access.

11. All residential landscapes shall be supplied from the adjacent unit using potable, metered water source.

3.3.2 WATER USE ORDINANCES

12. All landscape design, materials, submittals and testing must comply with the California Model Water Efficient Landscape Ordinance (AB 1881).

Attachment 9

Inclusionary Housing Plan, dated December 22, 2015

December 22, 2015

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

Dear Mr. Johnson

RE: Inclusionary Housing Plan for Enclave at Folsom Ranch (aka Carpenter Ranch, Parcel 7 - MLD Project)

This letter is to formally notify the City of Folsom that Enclave at Folsom Ranch LLC ("The Applicant") 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 on its "Enclave at Folsom Ranch project - MLD 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.

Sincerely,

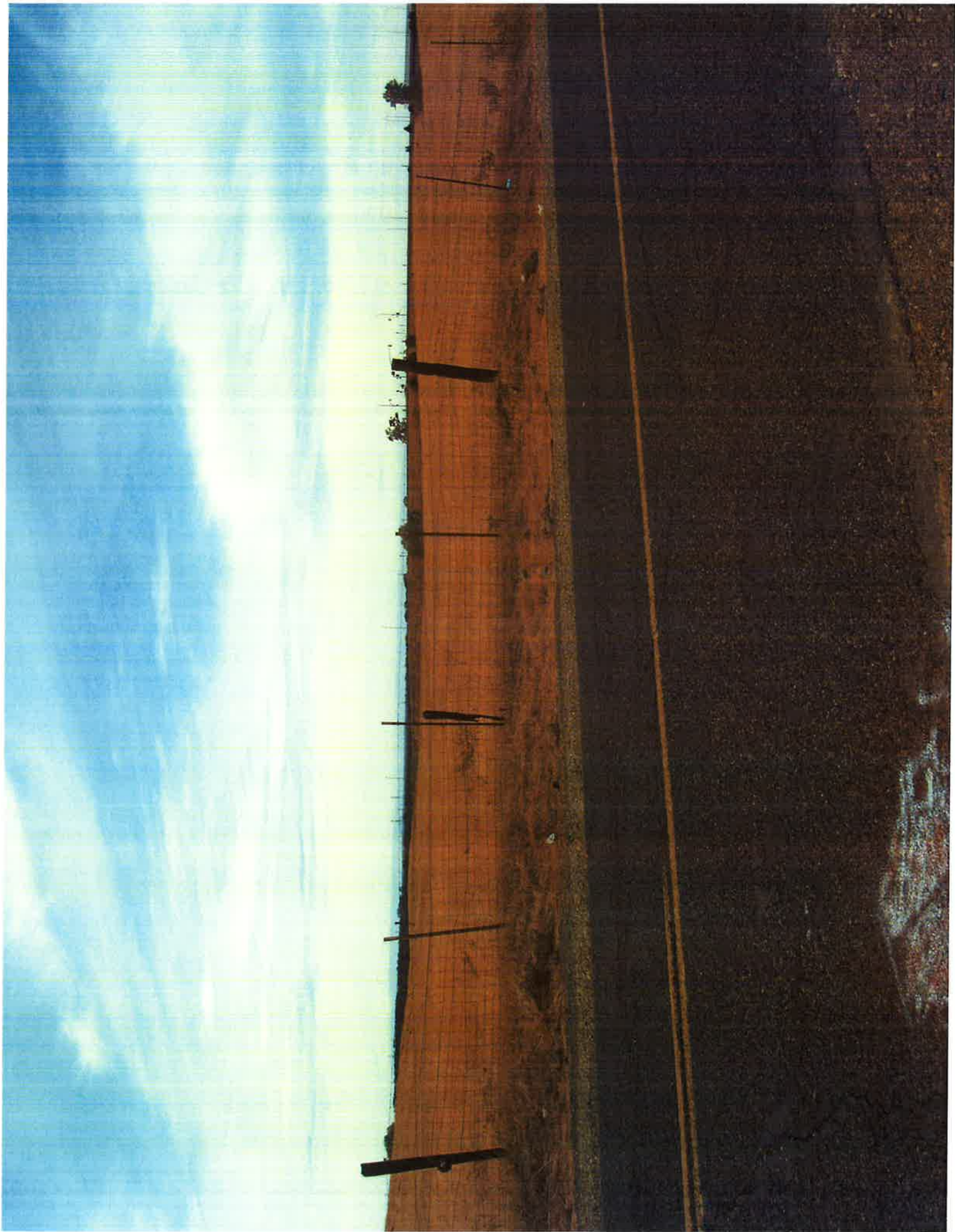


Tim Kihm -- (714) 624-7539
Project Manager, Enclave at Folsom Ranch
Red Tail Acquisitions, LLC

Attachment 10

Site Photographs







Attachment 11

**CEQA Exemption and Streamlining Analysis for
Enclave at Folsom Ranch**