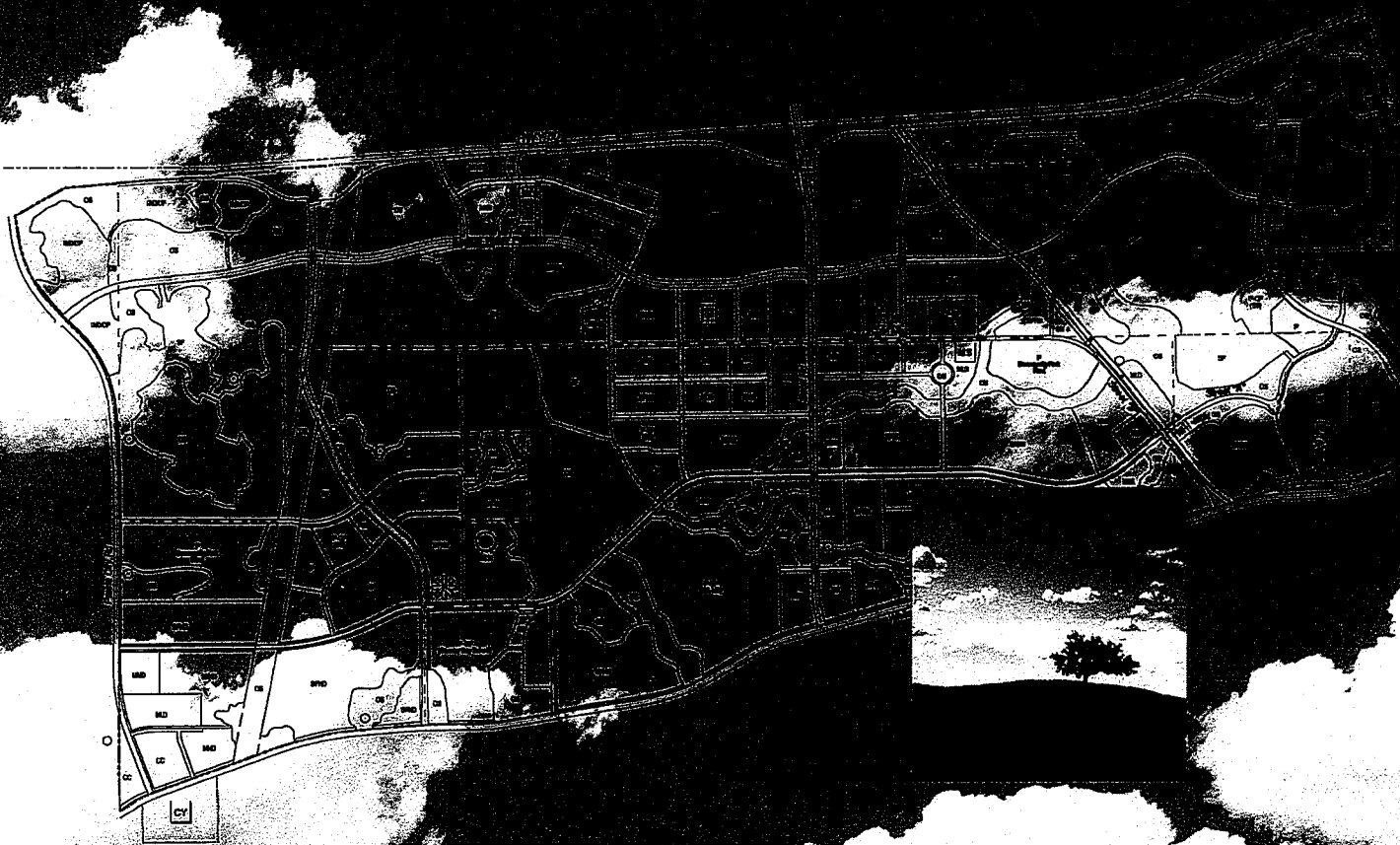


FOLSOM PLAN AREA SPECIFIC PLAN OPERATIONAL AIR QUALITY MITIGATION PLAN



Torrence Planning & Design Inc
July 2010

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1.0 INTRODUCTION

1.1 PLAN PURPOSE

The primary impetus to prepare an Operational Air Quality Mitigation Plan (OAQMP) for the Folsom Plan Area Specific Plan (FPASP) is LAFCO Resolution 1195 dated 6 June 2001 adopting Findings of Fact and a Statement of Overriding Considerations for the City of Folsom Sphere of Influence Amendment (4-97). Among the mitigation measures included in the Statement of Overriding Considerations is Mitigation Measure 4.5-2 that requires *"Prior to submission of any application for annexation of the SOI area or any portion thereof, the City of Folsom will prepare an Air Quality Plan for the SOI area incorporating policies and other measures at least as stringent as those in Sacramento County General Plan policies AQ-2 through AQ-31. For the AQA-15 equivalent measure, the Plan shall include an Indirect Source Review and Mitigation Program that reduces emissions by 35 percent from the potential emissions that could occur without a review and mitigation program"*. The Sacramento Metropolitan Air Quality Management District (SMAQMD) CEQA Guidelines dated July 2004 form the basis of the FPASP OAQMP. The 35% reduction in operational emissions required by LAFCO Resolution 1195, and the Draft Environmental Impact Report (DEIR) for the FPASP will satisfy the "all feasible measures" mitigation requirement under CEQA for operational impacts.

Secondarily, the preparation of an Operational Air Quality Mitigation Plan will provide guidance for the implementation of the FPASP Land Use and Resource Management and Sustainable Design objectives and policies including improved mobility, a reduction in vehicle miles traveled, and improved air quality as required by AB 32 and SB 375. The OAQMP will also demonstrate consistency with the Policies, Goals and Objectives of the SACOG Blueprint Principals.

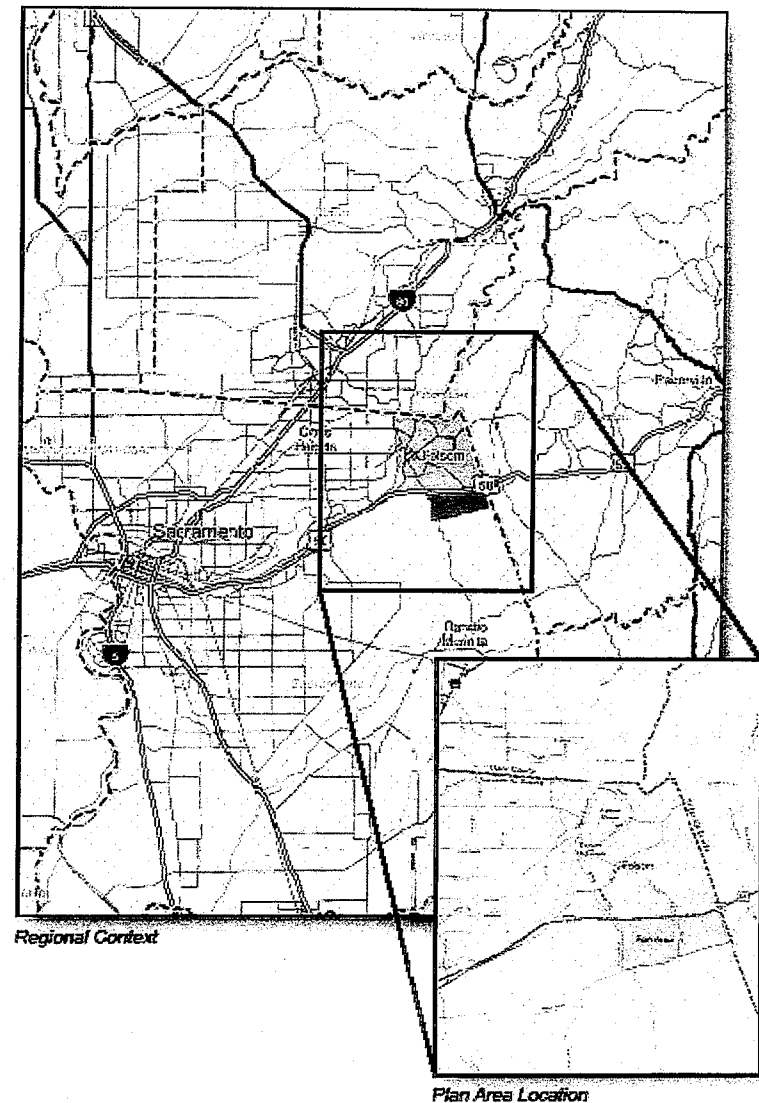


Figure 1.1 – Location Map

1.2 PROJECT LOCATION & SETTING

The Plan Area consists of approximately 3,510 acres of gently rolling grassland terrain and oak woodlands bounded on the north by Highway 50, White Rock Road to the south, Prairie City Road to the west and the Sacramento/El Dorado County line to the east. Prior to annexation to the City of Folsom, the Plan Area was property was used primarily for cattle grazing. Immediately north of the Plan Area is an existing balanced community of homes, businesses and shopping centers. The unincorporated community of El Dorado Hills is located adjacent to the eastern boundary of the Plan Area and to the south, the Plan Area is bordered by open grassy rangeland. Immediately to the west of the Plan Area is the Aerojet General Corporation facility (See Figure 1.1– Location Map).

1.3 PROJECT HISTORY

City of Folsom Sphere of Influence (SOI)

The Folsom Plan Area Specific Plan is a comprehensively planned expansion of the City of Folsom and is the culmination of a planning process that started in 2001 when the Sacramento Local Agency Formation Commission (LAFCO) approved including the Plan Area property in the City of Folsom's Sphere of Influence (SOI). As part of that process, a Memorandum of Understanding (MOU) between the City of Folsom and Sacramento County and several LAFCO Resolutions were approved. Among the conditions agreed to in these documents was the requirement to complete an "Air Quality Plan" for the SOI property prior to the submittal of an application to LAFCO by the City of Folsom to annex any or all of the SOI property.

Measure W and the Folsom City Charter

In November 2004, Measure W was approved by the City of Folsom voters; that approval requires a number of conditions be met, including completion and certification of an environmental impact report (EIR), prior to the approval by

LAFCO of any annexation of SOI property to the City of Folsom. The City Charter was subsequently amended to include the voter approved provisions of Measure W.

The Folsom Plan Area Specific Plan (FPASP)

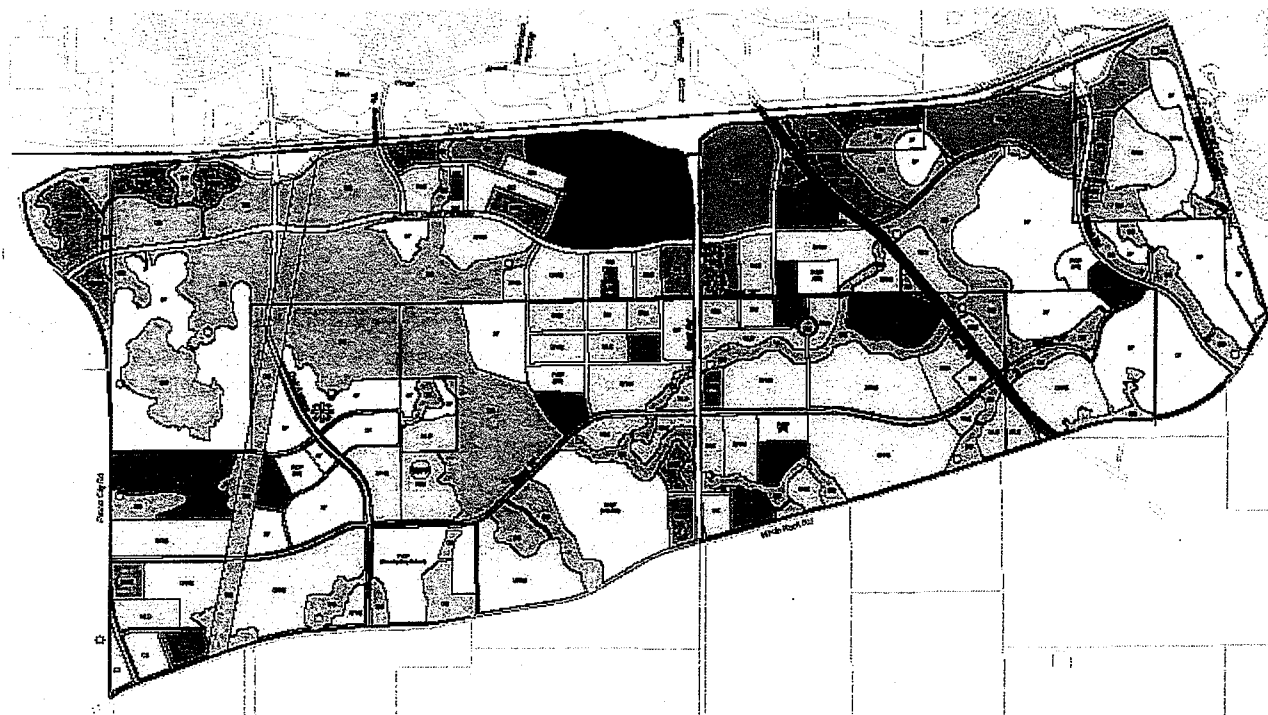
The FPASP is a City of Folsom approved planning document that sets forth the objectives, policies and standards for development within the Plan Area. The FPASP calls for a comprehensively planned community based on the principals of "Smart Growth" and "Transit Oriented Development". Consistent with these principals, the FPASP encompasses a mix of residential, commercial, employment and public uses complemented by recreation amenities including a significant system of parks and open space, all within close proximity to one another and served and interconnected by a proposed transit system, "complete streets", bicycle paths and pedestrian trails.

The FPASP proposes the construction of 10,210 residential housing units, approximately 5 million square feet of commercial retail and office use including a regional shopping center, a town center, public facilities including schools, a municipal center as well as system of local, neighborhood and community parks and open spaces (see Figure 4.1 on page 3).

Located within the Plan Area is a proposed roadway network that provides north-south connectivity into the City of Folsom as well as parallel capacity for Highway 50. The Plan Area also includes an interconnected system of sidewalks, trails and pathways. This network of sidewalks and trails, coupled with a varied mix of land uses throughout the Plan Area, aids in the formation of a walkable community.

A major transportation feature of the FPASP, and a significant air quality mitigation feature, is the proposed transit corridor that links the town and neighborhood centers, the regional commercial center, and the proposed higher density residential and mixed-use areas. The corridor is proposed to run in the Easton Valley Parkway right-of-way from Prairie City

FPASP Figure 4.1



SECTION 4
LAND USE PLAN

- Single Family: 1-4 du/ao
- Single Family High Density: 4-7 du/ao
- Multi-Family Low Density: 7-12 du/ao
- Multi-Family Medium Density: 12-20 du/ao
- Multi-Family High Density: 20-30 du/ao
- Mixed Use: 9-30 du/ao
- Industrial/Office Park
- Community Commercial
- General Commercial
- Regional Commercial
- Parks (Community, Neighborhood, Local)
- Open Space
- Public/Quasi-Public
- Specific Plan Boundary
- Parcel Boundary
- Powerline Easement ROW
- Firestation (conceptual location)
- Police Substation (conceptual location)
- Municipal Services Center (conceptual location)
- Water Public Facility (conceptual location)

Notes:

- 1) Public facilities and municipal services will be located and sized per Facilities Analysis.
- 2) Water Public Facility is a placeholder subject to negotiations with landowners and final technical studies.



Figure 4.1 Land Use Plan

Road to the collector street west of-Placerville Road, then jog south to Street 'B' , then continue east to the Sacramento Placerville Transportation Corridor (SPTC), then run southeast in a right-of-way shared with the SPTC, to the southern edge of the Plan Area.

An additional transit corridor, not included in the FPASP but directly adjacent to its southern boundary, is the proposed Capital SouthEast Connector (White Rock Road), a multi-modal transportation corridor proposed by the Elk Grove Rancho Cordova – El Dorado Connector Authority to ease Highway 50 congestion and to provide a direct link between the communities of El Dorado Hills, Folsom, Rancho Cordova and Elk Grove.

1.4 PLAN ORGANIZATION

The remainder of this report is organized into four sections and three appendices: Section 2 describes the proposed scaling methodology; Section 3 is a summary of the mitigation measures; Section 4 is a detailed description of the mitigation measures; and Section 5 includes report references. Appendix A includes relevant FPASP text, policies, tables and figures. Appendix B includes relevant FPASP Transit Master Plan text and figures. Appendix C is a technical memorandum prepared by Fehr & Peers.

2.0 SCALING METHODOLOGY

The FPASP is a comprehensively planned new community with multiple land uses. The new "Smart Growth" development patterns proposed for the Plan Area insure that the majority of the proposed air quality mitigation measures will apply to the entire Plan Area; however, some measures are limited to a particular Plan Area land use and will only be given credit for mitigating the emissions associated with trip generations for that particular land use (scaling). The FPASP Operational Air Quality Mitigation Plan proposes to use a net site area approach for calculating the scale factor of mitigation measures. Mitigation measures that apply to only one or two land uses are scaled based on the percentage of net site area

designated for the land use. To determine the net site area of the FPASP, the area of undeveloped open space is subtracted from the total Plan Area of 3,510.4 acres as shown in the following calculation.

Total FPASP Site Area:	3,510.4 acres
Undeveloped Open Space	-1,053.1 acres
Net Site Area	2,457.3 acres

Individual Plan Area land uses are expressed as a percentage of the net site area. Land use percentages are converted to land use scaling factors as shown in Table 2.1 below:

Table 2.1 Land Use Scaling

Land Use Description [1]	Area (Ac)	Area (Ac)	% of Net Site Area	% of Net Site Area	Scaling Factors	Project Scaling Factors
Single Family Residential (R1)	557.80		22.7%		0.227	
Single Family High Density Residential (R2)	532.50		21.7%		0.217	
Multi-Family Low Density Residential (R3)	266.70		10.9%		0.109	
Multi-Family Medium Density Residential (R4)	67.00		2.7%		0.027	
Multi-Family High Density Residential (R5)	49.90		2.0%		0.020	
Subtotal Residential		1,473.9		60.0%		0.600
Commercial		451.7		18.5%		0.185
Mixed Use		59.1		2.4%		0.024
Schools		179.3		7.2%		0.072
Parks		121.7		4.9%		0.049
Major Circulation		171.6		7.0%		0.070
Totals		2,457.3		100.0%		1.000

[1] See enclosed FPASP Table 4.1 located in Appendix A.

3.0 SUMMARY OF MITIGATION MEASURES

The following mitigation measures have been developed by the SMAQMD and are divided into categories based upon the proposed applicable land uses in the Folsom Plan Area Specific Plan. The categories are listed in the Applicable Land Use Column as C for Commercial, R for Residential and M for Mixed Use. Each mitigation measure is used to quantify the approximate emission reduction associated with a particular mitigation measure. The possible points associated with a particular mitigation measure are associated with the percentage of reduction in the project's anticipated operational emissions.

Table 3.1 Summary of SMAQMD Air Quality Mitigation Measures used in the Folsom Plan Area Specific Plan							
SMAQMD Measure No.	Title	Applicable Land Use	Description	Mitigation Points Based on Percentage of Net Site Area Scaling Method			
				Possible	Scale	Achieved	Comments
<i>Bicycle Parking/Storage/Storage Mitigation Measures</i>							
1	Bike parking	C & M	As applicable, non-residential projects provide <i>sufficient</i> short-term and/or long-term bicycle parking facilities to meet peak season maximum demand.	0.625	0.209	0.131	Applied to Commercial and commercial components of Mixed Use. See enclosed FPASP Policy 7.23 and Table A.15.
3	Bicycle parking at multi-unit residential	R & M	Long-term bicycle parking is provided at apartment complexes or condominiums without garages.	0.625	0.180	0.113	Applied to R3, R4 & R5 residential land uses and residential components of Mixed Use. See enclosed FPASP Policy 7.23 and Table A.15.

SMAQMD Measure No.	Title	Applicable Land Use	Description	Mitigation Points Based on Percentage of Net Site Area Scaling Method			
				Possible	Scale	Achieved	Comments
4	Proximity to bike path/bike lanes	R,C & M	Entire project is located within <i>approximately</i> ½ mile of an existing Class I or Class II bike lane and project design includes a comparable network that connects the project uses to the existing offsite facility.	0.625	1.000	0.625	Applied to entire project. See enclosed FPASP Policy 7.21 and Figure 7.31 that depicts all Class I bike paths and Class II bike lanes.
5	Pedestrian network	R,C & M	The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. <i>The possible points here are too low. To place greater emphasis on walking as a means to reduce GHG, 4.0 additional possible mitigation points are provided in Measure 99A: Enhanced Pedestrian Access.</i>	1.000	1.000	1.000	Applied to entire project. See enclosed FPASP Policies 7.6 and 7.13 and Figure 7.31 that depicts all Class I bike paths and all paved Plan Area trails.
6	Pedestrian barriers minimized	R,C & M	Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that <i>unnecessarily</i> impede bicycle or pedestrian circulation are <i>minimized</i>	1.000	1.000	1.000	Applied to entire project. See enclosed FPASP Policy 7.22 and Figure 7.31 that depicts all paved and sidewalks in the Plan Area. This figure also indicates the locations of pedestrian access barriers that are needed for public safety.

SMAQMD Measure No.	Title	Applicable Land Use	Description	Mitigation Points Based on Percentage of Net Site Area Scaling Method			
				Possible	Scale	Achieved	Comments
8	Bus shelter for planned transit service	R,C & M	Project provides transit stops with safe and convenient bicycle/pedestrian access. Project provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting) in anticipation of future transit service.	0.250	1.000	0.250	Applied to entire project. See enclosed FPASP Transit Master Plan Section 6.0 and Figure 4.2. Refer also to the enclosed FPASP Figure 7.28 and Policy 7.11.
9	Traffic calming	R,C & M	Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features.	0.250-1.000	1.000	1.000	Applied to entire project. See enclosed FPASP Section 7.3.7 and Policies 7.7 & 7.18...
Parking Measures							
11	Minimum parking	R,C,M	Provide minimum amount of parking required. Special review of parking required.	0.100-6.000	1.000	6.000	Applied to entire project. See enclosed FPASP Table A.15 for a detailed description of reduced parking standards.
13	Pedestrian pathway through parking	C & M	Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.	0.500	0.209	0.105	Applied to C & M only. See enclosed FPASP Policies 7.22.

SMAQMD Measure No.	Title	Applicable Land Use	Description	Mitigation Points Based on Percentage of Net Site Area Scaling Method			
				Possible	Scale	Achieved	Comments
Site Design Measures							
17	Orientation to planned alternate transit	R,C,M	Project is oriented toward planned transit, bicycle, or pedestrian corridor. Setback distance is minimized.	0.250	1.000	0.250	Applied to entire project Refer to enclosed FPASP Policies 7.9 & 7.10 and Table 17.1 in this report.
18	Residential density	R	Project provides high-density residential development.	1.000-12.000	0.071	0.852	Applied to R4, R5 & M only.
19	Street grid	R,C,M	<i>Project has</i> multiple and direct street routing (grid style).	1.000	0.809	0.809	Applied to R2 through R5, C & M. Refer to enclosed FPASP Policy 7.1 and Figure 19.1 in this report.
Mixed-Use Measures							
23	Suburban mixed-use design	R,C,M	Have at least three of the following on-site and/or off-site within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office.	3.000	1.000	3.000	Applied to entire project. Refer to FPASP Figure 4.1 and Table 4.1 on pages 3 and A4 of this report.
Building Component Measures							
25	No wood-burning fireplace	R	Project does not feature <i>wood-burning</i> fireplaces or wood burning stoves.	1.000	0.600	0.600	Applied to R only. See enclosed FPASP Policy 10.46 that prohibits wood burning fireplaces.

SMAQMD Measure No.	Title	Applicable Land Use	Description	Mitigation Points Based on Percentage of Net Site Area Scaling Method			
				Possible	Scale	Achieved	Comments
27	Energy Star roof	R,C,M	Install Energy Star labeled roof materials.	0.500-1.000	1.000	1.000	Applied to entire project. Based on Energy Star labeled roof materials only. See enclosed FPASP Policy 10.64
(b) (5) - DPP / Miscellaneous Information							
33	Transportation Management Association membership	R,C,M	Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other non-revocable funding mechanism.	5.000	1.000	5.000	Applied to entire project. See enclosed FPASP Policy 7.3
34	Electric lawnmower	R	Provide complimentary electric lawnmowers to each residential buyer. <i>Alternatively, require City of Folsom and Home Owner Associations to use electric lawnmowers on City and HOA maintained properties. Enforcement of electric lawnmowers shall be ensured by TMA.</i>	1.000	0.553	0.553	Applied to R1, R2 & R3. <i>May be applied to R4, R5, & M HOA's and City of Folsom owned property.</i> See enclosed FPASP Policy 10.47

SMAQMD Measure No.	Title	Applicable Land Use Type	Description	Mitigation Points Based on Percentage of Net Site Area Scaling Method			
				Possible	Scale	Achieved	Comments
99A	Enhanced Pedestrian Access	C, M & R	The project provides additional pedestrian access networks than specified in SMAQD Measure 5.	4.000	1.000	4.000	Applied to entire project. Refer to enclosed FPASP Policies 7.1, 7.2, 7.6, 7.7, 7.16, 7.18, 7.21, and 7.22
99B	Transit Corridor	C, M & R	Project establishes a transit corridor that will link the town and neighborhood centers, the regional commercial center and the proposed higher density residential and mixed-use areas of the community to a future off-site regional transit system that includes connections to the RT Gold Line light rail system. The Transit Corridor shall serve as the backbone of the Plan's transit system to provide all residents with access to public transit.	15.000	1.000	15.000	Applied to entire project. Refer to enclosed FPASP Policy 7.10.
99C	Transit Corridor Fees	C, M & R	All projects will pay a City of Folsom Light Rail fee that will assist in the construction of future transit corridor facilities including bus stops and turn-outs, shelters, benches and signs.	2.000	1.000	2.000	Applied to entire project. Refer to current City of Folsom fee schedule.

4.0 DETAILED DESCRIPTION OF MITIGATION MEASURES

The following is a detailed discussion of each mitigation measure including supportive exhibits, diagrams and Folsom Plan Area Specific Plan text, policies, tables and figures. As previously stated in Section 3.0, the measures have been developed by the SMAQMD and are divided into categories based upon the proposed applicable land uses in the Folsom Plan Area Specific Plan. The categories are listed in the Applicable Land Use Column as C for Commercial, R for Residential and M for Mixed Use. Each mitigation measure is used to quantify the approximate emission reduction associated with a particular mitigation measure. The possible points associated with a particular mitigation measure are associated with the percentage of reduction in the project's anticipated operational emissions.

Bicycle/Pedestrian/Land Use Mitigation

Mitigation Measure 1: Bike Parking

Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak-season maximum demand.

<i>Applies to Commercial & Mixed Use</i>	<i>0.625 Possible Points</i>	<i>0.209 Scale Factor</i>	<i>0.131 Points</i>
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The FPASP requires both short-term and long bicycle parking facilities for commercial and mixed-use projects as specified in the enclosed FPASP Table A.15. Three types of facilities are specified for long term bicycle parking storage and shall consist of either a 1) bicycle locker, 2) a locked room with access limited to cyclists only, or 3) a standard bicycle rack in a location that is monitored. Type II facilities provide for long term bicycle parking and use three point locking mechanisms on the rack. Type III facilities provide for short term bicycle parking without locking mechanisms on the rack; they rely on user supplied locks for security. Bicycle racks shall allow a cyclist to use padlock and chain, cable or U-shaped locks to secure a bicycle to the rack. Bicycle parking spaces shall be constructed of either asphalt, concrete or other durable hard surface material and be a minimum of 2-feet by 6-feet and include a 5-foot maneuvering space behind the bicycle. Refer to enclosed FPASP Section 7.9.4 and Policy 7.23.

Mitigation Measure 3: Bicycle Parking at Multi-Unit Residential Uses

Long-term bicycle parking is provided at apartment complexes or condominiums without garages.

<i>Applies to Residential, Commercial & Mixed Use</i>	<i>0.625 Possible Points</i>	<i>0.180 Scale Factor</i>	<i>0.113 Points</i>
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The FPASP requires both short-term and long bicycle parking facilities for apartments or condominiums without garages as specified in the enclosed FPASP Table A.15. Three types of facilities are specified for long term bicycle parking storage and shall consist of either a 1) bicycle locker, 2) a locked room with access limited to cyclists only, or 3) a standard bicycle rack in a location that is

monitored. Type II facilities provide for long term bicycle parking and use three point locking mechanisms on the rack. Type III facilities provide for short term bicycle parking without locking mechanisms on the rack; they rely on user supplied locks for security. Bicycle racks shall allow a cyclist to use padlock and chain, cable or U-shaped locks to secure a bicycle to the rack. Bicycle parking spaces shall be constructed of either asphalt, concrete or other durable hard surface material and be a minimum of 2-feet by 6-feet and include a 5-foot maneuvering space behind the bicycle. Refer to enclosed FPASP Section 7.9.4 and Policy 7.23.

Mitigation Measure 4: Proximity to Bikepath/Bike Lanes

Entire project is located within approximately ½ mile of an existing Class I or Class II bike lane and project design includes a comparable network that connects the project uses to the existing offsite facility.

<i>Applies to Residential, Commercial & Mixed Use</i>	<i>0.625 Possible Points</i>	<i>1.000 Scale Factor</i>	<i>0.625 Points</i>
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As shown on the enclosed FPASP Figure 7.31 all major and minor arterials streets and collector streets include Class II bike lanes. Additionally, approximately 6 miles of Class I bike paths are included in the plan. Moreover, the enclosed FPASP Policy 7.21 requires that all Plan Area uses be located within approximately ½ mile of the proposed Class I bike paths and Class II bike lanes. Grade separated Class I bike paths occur at Easton Valley Parkway and Alder Creek, Street “A” and Alder Creek, and White Rock Road and Alder Creek. Construction of the Class II bike lanes will occur concurrently with the construction of the arterial and collector streets.

Mitigation Measure 5: Pedestrian Network

The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.

<i>Applies to Residential, Commercial & Mixed Use</i>	<i>1.000 Possible Points</i>	<i>1.000 Scale Factor</i>	<i>1.000 Points</i>
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Figure 7.31 all major and minor arterial, collector and local streets include sidewalks on both sides. Arterial and collector street sidewalks are a minimum of 6-feet in width and are separated from the street by landscape strips of 8-feet. The Town Center sidewalks are increased in width to 15-feet and include 5-foot by 5-foot tree wells. Local streets include 4-foot minimum width sidewalks that are either separated from the street by 6-foot planting strips or attached to the curb and gutter. Additionally, an extensive system of paved and unpaved trails is included within the Plan Area open space. Construction of the sidewalks will occur concurrently with the construction of the streets. Refer also to the enclosed FPASP Policies 7.6 and 7.13.

Mitigation Measure 6: Pedestrian Barriers Minimized

Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that unnecessarily impede bicycle or pedestrian circulation are minimized

Applies to Residential, Commercial & Mixed Use	1.000 Possible Points	1.000 Scale Factor	1.000 Points
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The central portion of the Plan Area is based on a grid pattern of interconnected streets that facilitate pedestrian access between the land uses. Streets with sidewalks provide the pedestrian links between the various land uses with no physical barriers to impede movement. Refer to the enclosed FPASP Policy 7.22 and Figure 7.31. See also Figure 6.1 for typical commercial and residential uses adjacent to Street "B"

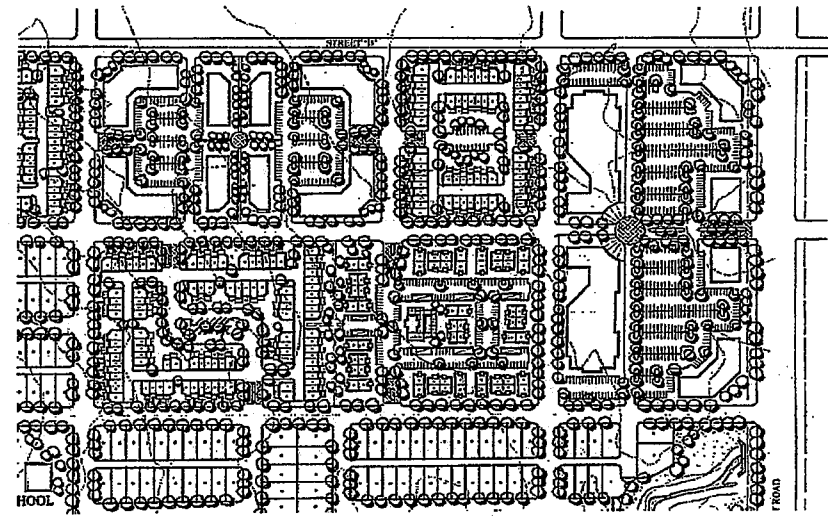


Figure 6.1 Typical Commercial & Residential Uses Adjacent to Street "B"

Mitigation Measure 8: Bus Shelter for Planned Transit Service

Project provides transit stops with safe and convenient bicycle/pedestrian access. Project provides essential transit stop improvements (i.e. shelters, route information, benches, and lighting) in anticipation of future transit service.

<i>Applies to Residential, Commercial & Mixed Use</i>	<i>0.250 Possible Points</i>	<i>1.000 Scale Factor</i>	<i>0.250 Points</i>
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The FPASP and its companion Transit Master Plan provide the criteria for transit routes and stops, shelters, benches, lighting and route information. The Specific Plan requires that transit stops and/or bus turnouts be placed in key locations throughout the plan in close proximity to high density housing, commercial areas, office parks, the Town Center and neighborhood centers. Refer to the enclosed FPASP Policy 7.11 and Transit Master Plan Section 6.0 and Figure 4.2

Mitigation Measure 9: Traffic Calming

Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features.

<i>Applies to Residential, Commercial & Mixed Use</i>	<i>1.000 Possible Points</i>	<i>1.000 Scale Factor</i>	<i>1.000 Points</i>
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The FPASP is based on the concept of "complete streets" to insure that all Plan Area streets are designed and operated to enable safe, attractive and comfortable access and travel for all users. The FPASP provides for the use of the following traffic calming features: mid-block bulb-outs, special pavement markings, roundabouts & traffic circles, and on-street parking. See enclosed FPASP Policies 7.7 and 7.18 and Section 7.3.7 for additional traffic calming information.

Parking Measures

Mitigation Measure 11: Minimum Parking

Provide minimum amount of parking required. Special review of parking required.

<i>Applies to Residential, Commercial & Mixed Use</i>	<i>6.000 Possible Points</i>	<i>1.000 Scale Factor</i>	<i>6.000 Points</i>
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The FPASP sets its own standard for the minimum amount of required parking. In some instances, the Plan Area requirements are less than what is required by the City of Folsom Municipal Code. Refer to enclosed FPASP Table A.15 that describes the parking requirements for the Plan Area land uses with a comparison to existing City of Folsom parking standards

Table A.15

Parking Requirements Vehicles		City of Folsom Requirements (FMC 17.105)		
Zoning Category	Parking Type		Parking Type	
	Uncovered	Covered	Uncovered	Covered
Permitted Uses				
Single Family Residential (SF) and				
One family dwelling units		2 spaces per unit	2 spaces per unit	Not required
Second dwelling unit	Per FMC 17.105	Not required	1 space per unit	Not required
Home occupations	Per FMC 17.61		Max. 2 spaces allowed	
Other permitted uses	See other permitted uses below			
Single Family High Density Res. (SFHD)				
One and two family dwelling units		2 spaces per unit	N/A (No SFHD)	N/A (No SFHD)
Second dwelling unit	Per FMC 17.105		N/A (No SFHD)	
Home occupations	Per FMC 17.61		Max. 2 spaces allowed	
Other permitted uses	See other permitted uses below			
Multi-Family Low Density Res. (MLD)				
Two family dwelling units		2 spaces per unit	2 spaces per unit	
Townhouses	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit	3 spaces per unit (1 for guest parking)	
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit		
Condominiums & Apartments	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit	3 spaces per unit (1 for guest) for	
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit	Condos 1.5 spaces per unit Apts.	
Home occupations	Per FMC 17.61		Max. 2 spaces allowed	
Live/Work studios	1 space per unit		1 space per unit	
Other permitted uses	See other permitted uses below			
Multi-Family Medium Density Residential (MMD)				
Townhouses	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit	3 spaces per unit (1 guest parking)	
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit		
Condominiums & Apartments	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit	3 spaces per unit (1 for guest) for	
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit	Condos 1.5 spaces per unit Apts.	
Home occupations	Per FMC 17.61		Max. 2 spaces allowed	
Live/Work studios	1 space per unit		N/A (No live/work studios)	
Other permitted uses	See other permitted uses below			
Multi-Family High Density Res. (MHD)				
Townhouses	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit	3 spaces per unit (1 for guest parking)	
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit		
Condominiums & Apartments	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit	3 spaces per unit (1 for guest) for	
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit	Condos 1.5 spaces per unit Apts.	
Home occupations	Per FMC 17.61		Max. 2 spaces allowed	
Live/Work studios	1 space per unit		N/A (No live/work studios)	
Other permitted uses	See other permitted uses below			

Table A.15

Parking Requirements Vehicles		City of Folsom Requirements (FMC 17.105)		
Zoning Category	Parking Type		Parking Type	
	Uncovered	Covered	Uncovered	Covered
Permitted Uses				
Mixed-Use (MU)				
Office portion of project	3 spaces per 1,000 sf gfa		N/A (No Mixed-Use Land Use)	
Retail portion of project	3 spaces per 1,000 sf gfa		N/A (No Mixed-Use Land Use)	
Residential portion of project				
Townhouses	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit	N/A (No Mixed-Use Land Use)	
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit	N/A (No Mixed-Use Land Use)	
Condominiums & Apartments	.5 spaces per unit guest	1 Bedroom or less: 1 space per unit	N/A (No Mixed-Use Land Use)	
	.5 spaces per unit guest	2 Bedrooms or more: 2 spaces per unit		
Live/work studio	1 space per unit		N/A (No Mixed-Use Land Use)	
Other permitted uses	See other permitted uses below			
General Commercial (GC)				
Retail	3 spaces per 1,000 sf gfa		5 spaces per 1,000 sf gfa	
Office	3 spaces per 1,000 sf gfa		5 spaces per 1,000 sf gfa	
Other permitted uses	See other permitted uses below			
Regional Commercial (RC)				
Retail	4 spaces per 1,000 sf gfa		5 spaces per 1,000 sf gfa	
Office	3 spaces per 1,000 sf gfa		5 spaces per 1,000 sf gfa	
Other permitted uses	See other permitted uses below			
Industrial/Office Park (IND/OP)				
Research & Development Uses				
Office & retail sales portions	3 spaces per 1,000 sf gfa		4 spaces per 1,000 sf gfa	
Manufacturing portions	1 space per 750 sf gfa		1 space per 500 sf gfa	
Storage portions	1 space per 2,500 sf gfa		1 space per 2,000 sf gla	
Other permitted uses	See other permitted uses below			
Park (P)				
Local Parks	None		None	
Neighborhood Parks	None		None if park is less than 10-acres	
Community Parks	Parking area = 4% total park area		Parking area = 5% total park area	
Public/Quasi Public				
Schools Elementary (P/QP)	1 space for each employee or 1 space for every 3 seats in the auditorium or multi-purpose room whichever is greater plus loading space for a min. of 2 school buses.		1 space for each employee or 1 space for every 3 seats in the auditorium or multi-purpose room whichever is greater plus loading space for a min. of 2 school buses.	
Schools Middle (Junior)	1 space for every 3 seats in the auditorium or multi-purpose room whichever is greater plus loading space for a min. of 2 school buses.		1 space for every 3 seats in the auditorium or multi-purpose room whichever is greater.	

Table A.15

Parking Requirements Vehicles		City of Folsom Requirements (FMC 17.105)		
Zoning Category	Parking Type		Parking Type	
	Uncovered	Covered	Uncovered	Covered
Permitted Uses				
Schools High	1 space for each employee and 1 space for every four students in the 11th and 12th grade, or 1 space for every 4 seats in the main auditorium or stadium, whichever is the greater.		1 space for each employee and 1 space for every three students in the 11th and 12th grade, or 1 space for every 3 seats in the main auditorium or stadium, whichever is the greater.	
Churches and religious facilities	1 space per 5 seats in the main assembly hall.		1 space per four seats in the main assembly hall.	
Open Space (OS)				
Staging Areas/Public Access	Maximum 10 spaces		N/A	
OTHER PERMITTED USES NOT SHOWN ABOVE			Other Permitted Uses Not Shown	
Commercial Uses				
Banks, service type commercial uses	3 spaces per 1,000 sf gfa			
Eating establishments and bars	1 space per 3 seats			
Retail furniture, major appliance, floor covering	3 spaces per 1,000 sf gfa for the 1st 3,000 sf gfa; .75 space per 1,000 sf gfa for floor area in excess of 3,000 sf		5 spaces per 1,000 sf gfa for the 1st 3,000 sf gfa; 1 space per 1,000 sf gfa for floor area in excess of 3,000 sf	
Uncovered sales areas	1 space per 1,500 sf sales display		1 space per 1,000 sf sales display	
Auto repair, service shops and service stations	1 space per 250 sf gfa		1 space per 200 sf gfa	
Motels, hotels, guesthouses and lodges	1 space per sleeping room		1 space per sleeping room	
Boardinghouses, group care facilities, similar uses	1 space per 2 occupants		1 space per 2 occupants	
Recreational Uses				
Dancehalls, ballrooms, discos, incidental dancing areas	1 space per 4 seats or 1 space per 30 sf of dance floor area, whichever is greater.		1 space per 2 seats or 1 space per 30 sf of dance floor area whichever is greater	
Bowling centers	4 spaces per lane		6 spaces per lane	
Skating rinks	1 space per 100 sf of skating area, plus parking for other uses in the facility.		1 space per 100 sf of skating area plus parking for other uses in the facility	
Tennis and other court games	2 spaces per court		2 space per court	
Swimming pools	1 space per 100 sf of pool area plus parking for other uses at the facility.		1 space per 100 sf of pool area plus parking for other uses at the facility	
Swimming and tennis clubs	Full parking requirement shall be provided for the part of the use requiring the greatest number of spaces plus 50% of the required parking for other uses at the facility		Full parking requirement shall be provided for the part of the use requiring the greatest number of spaces plus 50% of the required parking for other uses at the facility	
Stadiums and similar uses with fixed seating	1 space per 5 seats		1 space per 4 seats	
Theaters, auditoriums, public assembly	1 space per 3 seats in fixed seating facilities. 1 space per 35 sf nfa in assembly halls		1 space per 3 seats in fixed seating facilities. 1 space per 30 sf nfa in assembly halls	

Table A.15

Parking Requirements Vehicles		City of Folsom Requirements (FMC 17.105)		
Zoning Category	Parking Type		Parking Type	
	Uncovered	Covered	Uncovered	Covered
Permitted Uses				
Care Facilities				
Hospitals	2 spaces per bed		2 spaces per bed	
Convalescent hospitals	1 space per 5 beds		1 space per 4 beds	
Residential care homes	1 space per 3 persons receiving care in addition to spaces required for residence		1 space per 3 persons receiving care in addition to spaces required for residence	
Family day care homes, foster homes, similar	1 space per 10 children in addition to spaces required for residence.		1 space per 10 children in addition to spaces required for residence.	
Child day care	1 space per employee plus 1 loading space for every 8 children licensed by the county or state.		1 space per employee plus 1 loading space for every 8 children licensed by the county or state.	
Industrial				
Manufacturing plants, machine shops	1 space per employee		Whichever is greater: 1 space per employee & each company based vehicle based at the facility or 1 space per 500 sf gfa and 1 space per company vehicle based at the facility	
Warehouses and storage buildings	1 space per employee		Whichever is greater: 1 space per employee & each company based vehicle based at the facility or 1 space per 2,000 sf gfa	
Industrial uses maintaining more than one shift	2 spaces per 3 employees for each of the two larger shifts.		Whichever is greater: 2 spaces per 3 employees for each of the two larger shifts, plus 1 space per company vehicle based at the facility or the ratio based on floor area listed above.	

Table A.15			City of Folsom Requirements (FMC 17.105)	
Loading Requirements	Gross Floor Area in sq. ft.	Loading/Unloading Space (#)	Gross Floor Area in sq. ft.	Loading/Unloading Space (#)
Commercial and Industrial Uses	9,999 or less	0	7,499 or less	0
	10,000 to 24,999	1	7,500 to 14,999	1
	25,000 to 49,999	2	15,000 to 24,999	2
	50,000 to 99,999	3	25,000 to 39,999	3
	For each additional 120,000	1	40,000 to 59,000	4
			60,000 to 79,999	5
		80,000 to 100,000	6	
		For each additional 100,000	1	
Hospitals and Institutions	49,999 or less	0	N/A	
	50,000 to 149,999	1	N/A	
	150,000 to 299,000	2	N/A	
	For each additional 100,000	1	N/A	

Bicycle Parking Requirements			City of Folsom Standards FMC 17.	
Land Use	Requirement	Notes	Requirement	Notes
Multi-Family Dwelling Units without a garage	1 space per one dwelling unit	Long term bicycle storage shall consist of either a (1) bicycle locker; (2) a locked room with access limited to cyclists only; or (3) a standard bicycle rack in a location that is monitored.	1 space per five dwelling units	No covered bicycle parking required
Office and Retail Commercial & Mixed Use	5 spaces (3 short-term and 2 long-term) per 25 required vehicle parking spaces plus 1 additional space for every 10 additional vehicle parking spaces provided.	Short term parking shall include bicycle racks that allow a cyclist to use a padlock and chain, cable or U-shaped locks to secure a bicycle to the rack. Long term parking shall consist of either a (1) bicycle locker; (2) a locked room with access limited of cyclists only; or (3) a standard bicycle rack in a location that is monitored.	Minimum 5 spaces for up to 25 required vehicular parking spaces. 1 additional space for every 10 additional vehicle parking spaces with a maximum number of bicycle parking spaces of 20 .	No covered bicycle parking required
Public Facilities	Number spaces = 35% of required vehicle parking spaces.	Short term parking shall include bicycle racks that allow a cyclist to use a padlock and chain, cable or U-shaped locks to secure a bicycle to the rack	Number spaces = 30% of required vehicle parking spaces.	
Schools: Elementary, Middle & High School	Number spaces = 30% of peak school enrollment	Short term parking shall include bicycle racks that allow a cyclist to use a padlock and chain, cable or U-shaped locks to secure a bicycle to the rack. Long term parking shall consist of either a (1) bicycle locker; (2) a locked room with access limited of cyclists only; or (3) a standard bicycle rack in a location that is monitored.	Number spaces = 25% of peak school enrollment.	No covered bicycle parking required

Notes:

- 1 sf equals square feet; gfa equals gross floor area; nfa equals net floor area;
- 2 Refer to FMC Chapter 17.57 for off street parking dimensions and landscaping requirements.

Mitigation Measure 13: Pedestrian Pathway Through Parking

Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.

<i>Applies to Commercial & Mixed Use</i>	<i>0.500 Possible Points</i>	<i>0.209 Scale Factor</i>	<i>0.105 Points</i>
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Refer to enclosed FPASP Policies 7.22 that requires Plan Area projects to create pedestrian pathways through parking lots and shade tree planting.

Site Design Measures

Mitigation Measure 17: Orientation Toward Planned Transit, Bikeway, or Pedestrian Corridor

Project is oriented toward planned transit, bicycle, or pedestrian corridor. Setback distance is minimized.

<i>Applies to Residential, Commercial & Mixed Use</i>	<i>0.250 Possible Points</i>	<i>1.000 Scale Factor</i>	<i>0.250 Points</i>
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Refer to enclosed FPASP Policies 7.9 and 7.10. FPASP Figures 7.28 and 7.29 clearly show that all residential, commercial and mixed uses in the Plan Area are within ½ mile of Class 1 bike paths or Class II bike lanes. Refer also to Table 17.1 on page 22 for a comparison of Plan Area building setbacks with current City of Folsom setback requirements.

Mitigation Measure 18: Residential Density

Project provides high-density residential development.

<i>Applies to Residential Use R4, R5 & M</i>	<i>12.000 Possible Points</i>	<i>0.071 Scale Factor</i>	<i>0.852 Points</i>
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Average density is 6.93 Du/Ac for the net site area devoted to residential uses in the Plan Area. Consistent with SMAQMD methodology, Mitigation Measure 18 is only applied to R4 and R5 residential uses and to the mixed use category.

<u>Land Use</u>	<u>Percentage of Residential Units</u>
R1 Single Family	16.5%
R2 Single Family High Density	28.7%
R3 Multi-Family Low Density	23.8%
R4 Multi-Family Medium Density	12.0%
R5 Multi-Family High Density	12.3%
M Mixed Use	06.7%

Table 17.1

FPASP													City of Folsom											
Setbacks																								
Zoning Category	Setbacks												Setbacks											
	Front			Side						Rear			Front			Side						Rear		
	P	C	G	I	SSY	GSS	SD	AS	P	SD	AS	DG	P	C	G	I	SSY	GSS	SD	AS	P	SD	AS	DG
Single Family Residential (SF) and	15'	15'	20'	5'	15'	20'	5'	5'	20'	5'	5'	5'	(9)	-	-	(10)	(11)	-	-	-	(12)	-	-	-
Single Family High Density Res. (SFHD)	12.5'	15'	20'	5'	15'	20'	5'	5'	15'	5'	5'	5'	N/A	-	-	N/A	N/A	-	-	-	N/A	-	-	-
Multi-Family Low Density Res. (MLD)																								
Single & Two Family Dwellings	12.5	15'	20'	5'	12.5'	20'	-	3'	10'	-	5'	5'	20'	-	-	(13)	(14)	-	-	-	(15)	-	-	-
Townhouses	12.5'	15'	20'	N/A	15' (1)	18'	-	3'	10'	-	5'	5'	20'	-	-	(13)	(14)	-	-	-	(15)	-	-	-
Condos & Apartments	0' (2)	0' (2)	0' (2)	N/A	15' (1)	N/A	-	5'	10'	-	5'	N/A	20'	-	-	(13)	(14)	-	-	-	(15)	-	-	-
Multi-Family Medium Density Residential (MMD)																								
Townhouses	12.5	15'	20'	N/A	15' (1)	18'	-	3'	10'	-	5'	5'	20'	-	-	(10)	16'	-	-	-	(15)	-	-	-
Condos & Apartments	0' (2)	0' (2)	0' (2)	N/A	15' (1)	N/A	-	5'	10'	-	5'	N/A	20'	-	-	(10)	16'	-	-	-	(15)	-	-	-
Multi-Family High Density Res. (MHD)	(3)	-	20'	10'	(4)	N/A	-	5'	15'	-	5'	0'	20'	-	-	(13)	(14)	-	-	-	(15)	-	-	-
Mixed-Use (MU) (6)	0'	0'	-	0' (5)	0'	-	-	3'	0'	-	0'	-	N/A	-	-	N/A	-	-	-	-	N/A	-	-	-
Industrial/Office Park (IND/OP)	20'	-	-	-	5'	-	-	-	20'	-	-	-	20'	-	-	(16)	-	-	-	-	20'	-	-	-
Community Commercial (CC)	0' (7)	-	-	0' (8)	-	-	-	-	0' (8)	-	-	-	15'	-	-	7'	-	-	-	-	15'	-	-	-
General Commercial (GC)	0' (7)	-	-	0' (8)	-	-	-	-	0' (8)	-	-	-	N/A	-	-	N/A	-	-	-	-	12'	-	-	-
Regional Commercial (RC)	0' (7)	-	-	0' (8)	-	-	-	-	0' (8)	-	-	-	N/A	-	-	N/A	-	-	-	-	12'	-	-	-
Park (P)	N/A	-	-	N/A	-	-	-	-	N/A	-	-	-	N/A	-	-	N/A	-	-	-	-	N/A	-	-	-
Public/Quasi Public (PQP)	N/A	-	-	N/A	-	-	-	-	N/A	-	-	-	N/A	-	-	N/A	-	-	-	-	N/A	-	-	-
Open Space (OS)	N/A	-	-	N/A	-	-	-	-	N/A	-	-	-	N/A	-	-	N/A	-	-	-	-	N/A	-	-	-

Legend:

- P = Primary Structure
- C = Courtyard/Porch
- G = Garage
- I = Interior Side Yard
- SSY = Street Side Yard
- GSS = Garage Facing Side Street
- SD = Second Dwelling Unit
- AS = Accessory Structures

- (1) 20' for 3-Story.
- (2) 30' for areas other than Town Center.
- (3) 40' for arterial streets; 10' for collector and local streets.
- (4) 40' for arterial streets; 10' for collector and local streets.
- (5) 10' between buildings.
- (6) Setbacks may vary based on Design Review approval by the City.
- (7) 20' for areas other than Town Center.
- (8) 20' if adjacent to residential.
- (9) 35' for SF large lot; 20' for SF medium lot and SF small lot.
- (10) 5' one side and 11 feet on the other side.
- (11) 20% of lot width not to exceed 16' or less than 11'.
- (12) 20% of lot depth but not less than 15' for SF large lot; 20% of lot depth not to exceed 20' or less than 10' in SF medium lot and SF small lot.
- (13) 5' one side and 10' on the other side.
- (14) 20% of lot width not to exceed 15' or less than 10'.
- (15) 20% of lot depth not to exceed 20' or less than 10'.
- (16) 5' one side and 10' on the other side.

Mitigation Measure 19: Street Grid

Multiple and direct street routing (grid style)

Applies to Residential, Commercial & Mixed Use

1.000 Possible Points

0.809 Scale Factor

0.809 Points

The FPASP features an interconnected system of grid-like streets for the majority of the Plan Area except where topography and sensitive natural features suggest a more site friendly approach. External connections to the existing City of Folsom north of Highway 50 are provided at five locations. Additionally, external connections link the Plan Area to the community of El Dorado Hills to the east and future development to the west of the Plan Area. Refer to enclosed FPASP Policy 7.1 and Figure 19.1 for a typical detail of the Town Center interconnected street system.

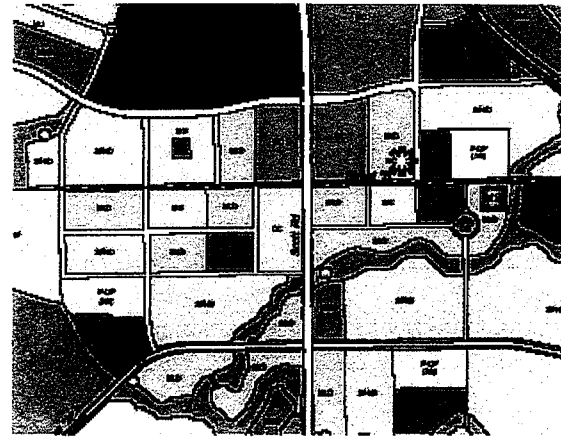


Figure 19.1 – Town Center Street Grid

Mixed Use Measures

Mitigation Measure 23: Suburban Mixed-Use Design

Have at least three of the following on-site and/or off-site within ½ mile: Residential Development, Retail Development, Park, Open Space, or Office.

<i>Applies to Residential, Commercial & Mixed Use</i>	<i>3.000 Possible Points</i>	<i>1.000 Scale Factor</i>	<i>3.000 Points</i>
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See FPASP Figure 4.1 earlier in this report and FPASP Table 4.1 that specifies the range of residential, commercial, residential, mixed-use and public uses within the boundaries of the Plan Area.

Building Component Measures

Mitigation Measure 25: No Wood Burning Fireplace

Project does not feature fireplaces or wood burning stoves.

<i>Applies to Residential</i>	<i>1.000 Possible Points</i>	<i>0.600 Scale Factor</i>	<i>0.600 Points</i>
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The FPASP prohibits the use of wood burning stoves or fireplaces (refer to Appendix A for FPASP Policy 10.46).

Mitigation Measure 27: Energy Star Roof

Install Energy Star labeled roof materials.

<i>Applies to Residential, Commercial & Mixed Use</i>	<i>1.000 Possible Points</i>	<i>1.00 Scale Factor</i>	<i>1.000 Points</i>
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See enclosed FPASP Policy 10.64 that requires the use of Energy Star roof materials.

TDM and Miscellaneous Measures

Mitigation Measure 33: Transportation Management Association Membership

Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other non-revocable funding mechanism.

<i>Applies to Residential, Commercial & Mixed Use</i>	<i>5.000 Possible Points</i>	<i>1.000 Scale Factor</i>	<i>5.000 Points</i>
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Refer to enclosed FPASP Policy 7.3 requires that a Transportation Management Association be established for the Plan Area and be funded through a Community Facilities District or other non-revocable funding mechanism.

Mitigation Measure 34: Electric Lawnmower

Provide a complimentary electric lawnmower to each residential buyer.

<i>Applies to Residential & Commercial/Mixed Use</i>	<i>1.000 Possible Points</i>	<i>0.553 Scale Factor</i>	<i>0.553 Points</i>
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This mitigation measure will only apply to R1, R2 and R3 residential use. The measure may be applied to R4 and R5 residential uses and mixed use. See enclosed FPASP Policy 10.47 that requires that a complimentary electric lawnmowers be given to each homeowner in the SF, SFHD and MLD zoning categories.

Mitigation Measure 99A: Enhanced Pedestrian Access

The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.

<i>Applies to Entire Project</i>	<i>4.000 Possible Points</i>	<i>1.000 Scale Factor</i>	<i>4.000 Points</i>
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As shown on FPASP Figure 7.29 all major and minor arterial, collector and local streets include sidewalks on both sides. Arterial and collector street sidewalks are a minimum of 6-feet in width and are separated from the street by landscape strips of 8-feet. The Town Center sidewalks are increased in width to 15-feet and include 5-foot by 5-foot tree wells. Local streets include 4-foot minimum width sidewalks that are either separated from the street by 6-foot planting strips or attached to the curb and gutter. Additionally, an extensive system of paved and unpaved trails is included within the Plan Area open space. Construction of the sidewalks will occur concurrently with the construction of the streets. Refer also to FPASP Policies 7.1, 7.2, 7.6, 7.7, 7.16, 7.18, 7.21 and 7.22.

Mitigation Measure 99B: Transit Corridor

Project establishes a transit corridor that will link the town and neighborhood centers, the regional commercial center and the proposed higher density residential and mixed-use areas of the community to a future off-site regional transit system that includes connections to the RT Gold Line light rail system. The Transit Corridor shall serve as the backbone of the Plan's transit system to provide all residents with access to public transit. Signal priority schemes at lighted intersections, signage and other intelligent transportation system technologies will be incorporated. Transit-oriented development (TOD) projects will be especially encouraged along the Transit Corridor. See the FPASP Transit Master Plan for additional details.

<i>Applies to Residential, Commercial & Mixed Use</i>	<i>15.000 Possible Points</i>	<i>1.000 Scale Factor</i>	15.000 Points
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The FPASP establishes a transit corridor through the Plan Area to provide for future modes of transit travel. See FPASP Policy 7.10 for the policy that requires a transit corridor and the FPASP Transit Master Plan for a detailed description of the transit corridor. Refer also to Appendix C for a Fehr & Peers technical memorandum that describes Vehicle Miles Traveled (VMT) reductions of approximately 52,500 miles per day and Greenhouse Gas Emission (GHE) reductions of approximately 8.2 annual tons of CO² due to incorporation of the transit corridor in the Plan Area.

Mitigation Measure 99C: Transit Corridor Fees

All projects will pay a City of Folsom Light Rail fee that will assist in the construction of future transit corridor facilities including bus stops and turn-outs, shelters, benches and signs.

<i>Applies to Residential, Commercial & Mixed Use</i>	<i>2.000 Possible Points</i>	<i>1.000 Scale Factor</i>	2.000 Points
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All Plan Area residential, commercial and mixed use projects will pay a fee to the City of Folsom based on a per unit or square footage basis to aid in the construction of future transit corridor facilities. Refer to the current City of Folsom fee schedule.

Total Available Points	10,000
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5.0 REFERENCES

- Sacramento Metropolitan Air Quality Management District (SMAQMD): *Recommended Guidance for Land Use Emission Reductions. Version 2.4, August 15, 2007*
- Sacramento Metropolitan Air Quality Management District (SMAQMD): *Model Air Quality Plan, Project "X", September, 2007*

APPENDIX A: SELECTED FPASP TEXT, POLICIES, TABLES & FIGURES

TEXT:

7.3.7 Traffic Calming Techniques

The use of traffic calming features helps to create a safe and enjoyable residential neighborhood. Several traffic calming features are proposed for incorporation into the FPASP circulation system design including intersection and mid-block bulb-outs, roundabouts and traffic circles, special pavement markings and on-street parking. Traffic calming features are used to alert drivers of decision points, force vehicles to travel at slower speeds and direct certain traffic movements for pedestrian safety. The use of the following traffic calming features is subject to approval by City. Additional traffic calming techniques included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMPG) may be included as traffic calming features within the FPASP.

Intersection and Mid-block Bulb-outs

Intersection and mid-block bulb-outs may be used along roadways with high pedestrian activity to reduce the amount of time that pedestrians are exposed during roadway crossings. With the use of mid-block bulb-outs, on-street parking near intersections is eliminated to improve visibility. In addition to an increased feeling of safety for pedestrians, bulb-outs also serve as a way to decrease traffic speeds, especially when vehicles attempt to turn. This measure should include accent paving and landscaping that does not impair driver sight lines. Parking is restricted along bulb-out areas and curbs shall be painted red to indicate that no parking is allowed.

Special Pavement Markings and Textured Paving

Special pavement markings and textured paving serve as a visual reference for motorists of the likely presence of pedestrians and cyclists in the area. This measure may be used in conjunction with any combination of the other traffic calming measures.

Roundabouts/Traffic Circles

Roundabouts and traffic circles are an alternative form of traffic control that reduces traffic speeds and the amount of stopping at intersections while providing neighborhood focal points. The use of traffic circles and roundabouts depends on several factors, such as the amount of traffic projected along a street segment, surrounding land uses, and whether the roundabout or traffic circle is a more efficient intersection control device than a stop sign or signalized intersection. If roundabouts or traffic circles are utilized, they shall be landscaped with drought tolerant low growing shrubs and grasses to provide a clear line of sight for pedestrians and motorists. Crosswalks must be located outside the roundabout or traffic circle to provide a pedestrian refuge island at the median location. Parking shall be prohibited within the roundabout or traffic circle.

7.9.4 Bicycle Parking

Three types of bicycle parking facilities are provided in the Plan Area. Type I facilities provide for long term bicycle parking such as a locked enclosure or room and provide the highest level of theft and weather protection. Type II facilities provide for long term bicycle parking and use three point locking mechanisms on the rack. Type III facilities provide for short term bicycle parking without locking mechanisms on the rack; they rely on user supplied locks for security. Both short and long term bicycle parking will be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.15.

POLICIES:

- 7.1 The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.
- 7.2 Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.
- 7.3 The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.
- 7.6 Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and Class II bicycle lanes that encourage transportation choices within the Plan Area.
- 7.7 Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered on low volume neighborhood streets as an alternative to four-way stops or where traffic signals will be required at project build-out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMP) may also be utilized in the Plan Area.
- 7.9 Public transportation opportunities to, from, and within the Plan Area shall be coordinated with the City Public Works Transit Division and the Sacramento Regional Transit District (RT). Regional and local fixed and circulator bus routes through the Plan Area shall be an integral part of the overall circulation network to guarantee public transportation service to major destinations for employment, shopping, public institutions, multi-family housing and other land uses likely to attract public transit use.

- 7.10 Consistent with the most recent update of the RT master plan and the Plan Area Master Transit Plan, a transit corridor shall be provided through the Plan Area for future regional 'Hi-Bus' service (refer to Figure 7.28 and the FPASP Transit Master Plan). Sufficient right-of-way shall be dedicated for the transit corridor as described in Subsection 7.3 and Figures 7.3, 7.4, 7.13, 7.14 & 7.19.
- 7.11 Future transit bus stops and associated amenities shall be placed at key locations in the Plan Area according to the recommendation of the FPASP Transit Master Plan.
- 7.12 Provide interim park-and-ride facilities for public transit use as shown in the FPASP Transit Master Plan.
- 7.16 A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.29 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.
- 7.18 Traffic calming measures and signage shall be used to enhance the safety of sidewalk, trail and bikeway crossings of arterial and collector streets.
- 7.21 All Plan Area land uses shall be located within approximately 1/2 mile of a Class I bike path or a Class II bike lane.
- 7.22 Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping and slopes between residential and non-residential land uses that unnecessarily impede bicycle or pedestrian circulation shall be minimized. Clearly marked shaded paths shall be provided through commercial and mixed use parking lots.
- 7.23 Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.15.
- 10.46 Prohibit wood burning fireplaces in all residential construction.
- 10.47 Provide complimentary electric lawnmowers to each residential buyer in the SF, SFHD and the MLD land uses.
- 10.55 Trees shall be interspersed throughout parking lots so that in fifteen (15) years, forty (40) percent of the parking lot will be in shade at high noon. At planting, trees shall be equivalent to a #15 container or larger.
- 10.64 Energy Star certified equipment and appliances shall be installed, to include:
 - 10.64a Residential appliances; heating and cooling systems; and roofing; and
 - 10.64b Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing.

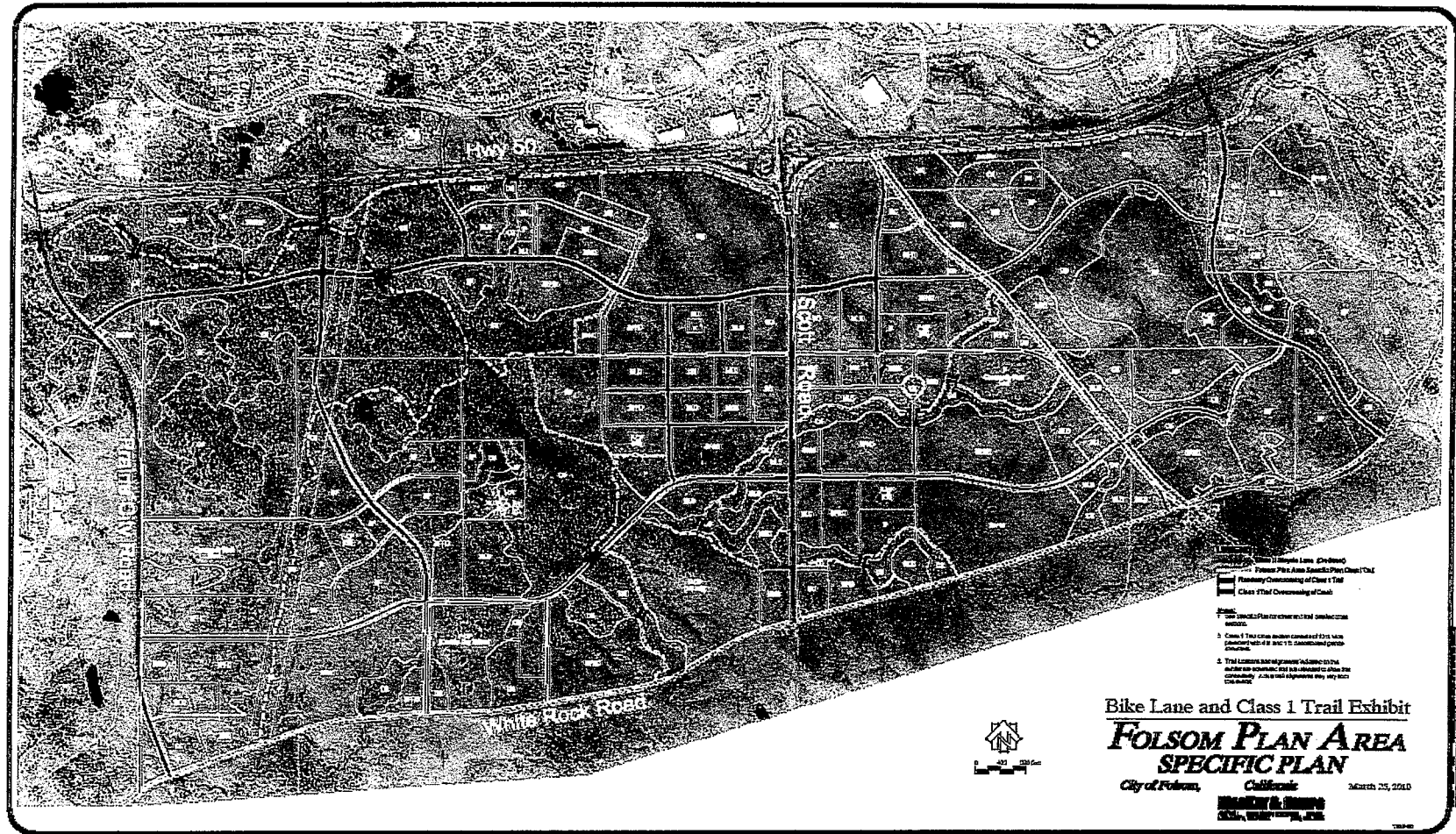
Tables

Land Use	Gross Area (Acres)	% of Site	Density Range (Du/Ac)	Target DU ¹	Percentage of Allocated Units	Projected Population	Target FAR ²	Potential Bldg. Area (SF)
Single Family (SF)	557.8	15.9%	1.0 - 4.0	1,687	16.5%	4,926		
Single Family High Density (SFHD)	532.5	15.2%	4.0 - 7.0	2,933	28.7%	8,564		
Multi-Family Low Density (MLD)	266.7	7.6%	7.0 - 12.0	2,434	23.8%	4,722		
Multi-Family Medium Density (MMD)	67.0	1.9%	12.0 - 20.0	1,224	12.0%	2,375		
Multi-Family High Density (MHD)	49.9	1.4%	20.0 - 30.0	1,251	12.3%	2,427		
Subtotal Residential	1,473.9	42.0%		9,529		23,014		
Mixed Use District (MU) ³	59.1	1.7%	9.0 - 30.0	681	6.7%	1,321	0.20	205,952
Industrial/Office Park (IND/OP)	89.2	2.5%					0.30	1,165,666
Community Commercial (CC)	38.8	1.1%					0.25	423,621
General Commercial (GC) ^{4 & 5}	212.9	6.1%					0.25	2,052,765
Regional Commercial (RC)	110.8	3.2%					0.28	1,351,405
Subtotal Commercial, Industrial/Office, Mixed Use	510.8	14.6%		681		1,321		5,199,408
Parks - Community West (P)	44.5	1.3%						
Parks - Community East (P)	26.1	0.7%						
Parks - Neighborhood (P)	47.6	1.4%						
Parks - Local (P)	3.5	0.1%						
High School-Middle School (PQP) MS/HS	79.6	2.3%						
Elementary School (PQP) ES	51.0	1.5%						
Country Day School (PQP)	48.7	1.4%						
Subtotal Parks and Schools	301.0	8.6%						
Open Space (OS)	1,053.1	30.0%						
Proposed Major Circulation	171.6	4.9%						
Folsom Specific Plan Area Totals	3,510.4	100.0%		10,210	100.0%	24,335		5,199,408

1. Target dwelling unit allocation for each land use is a planning estimate. Actual total dwelling units for each land use may be higher or lower as long as the total for each land use falls within the specified density range and the total residential unit count does not exceed the Plan Area maximum of 10,210 dwelling units.
2. Floor Area Ratio (FAR) is the ratio of building area to parcel area. The target FAR may be higher or lower for each land use as long as the Plan Area maximum of 5,199,408 SF is not exceeded.
3. For planning purposes, the mixed use land use designation is split 60% residential and 40% commercial area. The target FAR may be higher or lower as long as the maximum commercial, industrial/office park and mixed-use building area of 5,199,408 SF is not exceeded.
4. For planning purposes, net site area of 188.5 acres is used to calculate potential general commercial building area.
5. For planning purposes, 25% of the general commercial building area is calculated as office use (512,919 SF).

FIGURES

Figure 7.31



APPENDIX B: SELECTED TRANSIT MASTER PLAN TEXT & FIGURES

6.0 TRANSIT STATION PLAN

This section of the Transit Master Plan discusses the need and phasing for transit stops, their recommended locations and possible design elements.

6.1 TRANSIT STOP LOCATIONS

Based on the Plan Area Land Use Plan and the transit routes recommended in this Master Plan, the following locations have been identified as potential sites for transit stops (see Figure 4.2).

- 1) Regional Center/Town Center (Easton Valley Parkway @ Town Center)
- 2) Entertainment District (Easton Valley Parkway @ Entertainment District Entry)
- 3) Prairie City Office Park (Easton Valley Parkway/Prairie City Road)
- 4) Scott Road Central (Scott Road/Street A)
- 5) Scott Road South (Scott Road/White Rock Road)
- 6) Easton Parkway EAST (Easton Valley Parkway/Placeville Road)
- 7) White Rock Road Central (White Rock Road at SPTC-JPA rail crossing)
- 8) White Rock Road East (White Rock Road/Empire Ranch Road)

6.2 TRANSIT STOP DESIGN

The eight potential bus stops identified above are located adjacent to parcels where transit-supportive land uses and a walkable transportation network are planned. These areas are planned to be very urban in character. As such, walking will be the primary mode of travel to these bus stops. Key components of these future bus stops may include platforms, shelters, walkways, fare machines, and passenger signage/communication systems. Local bus routes will share the transit stops with high capacity bus service.

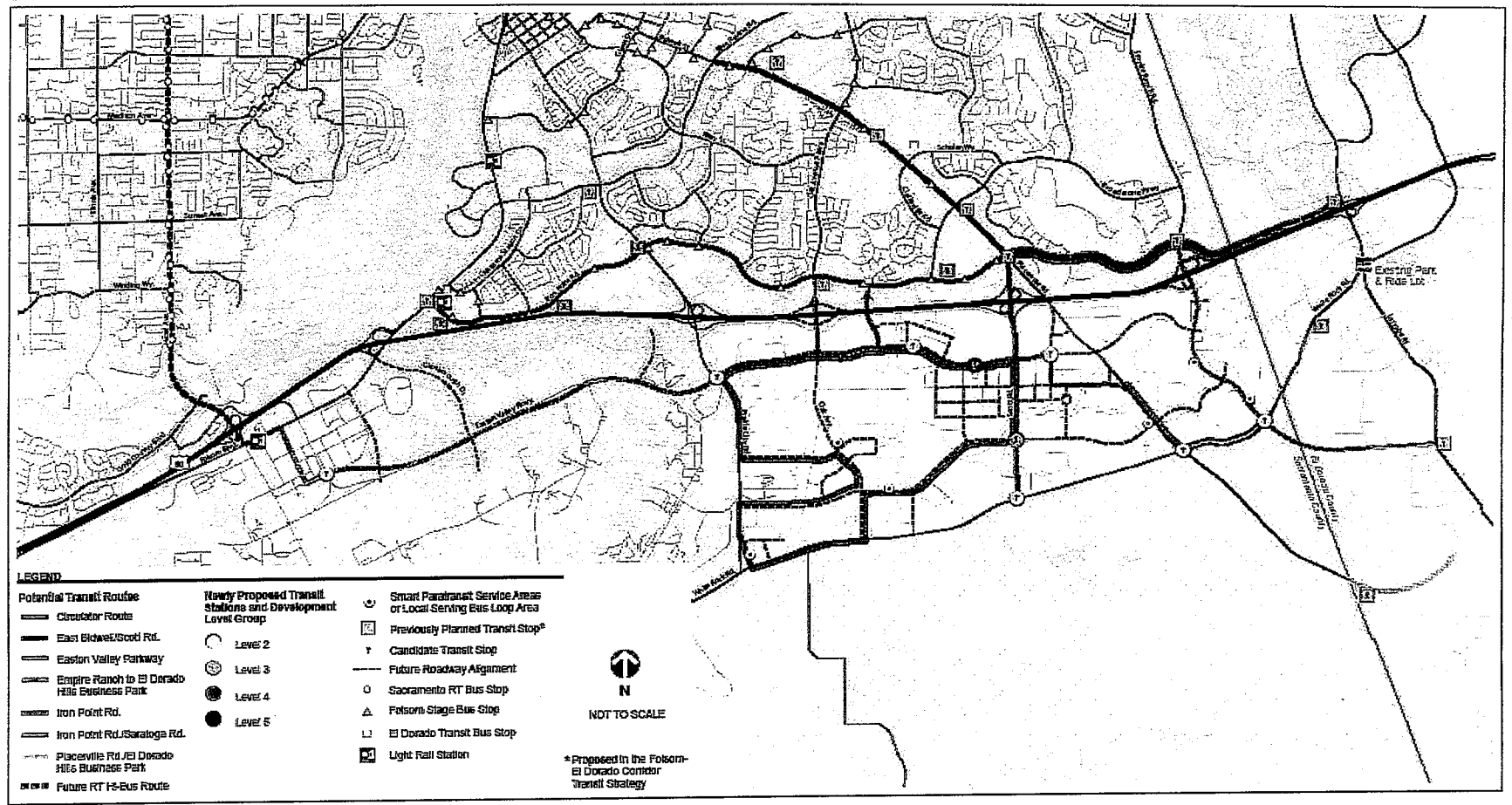
Potential transit stations 1, 2 and 3 are located along the Easton Valley Parkway Transit Corridor. The transit corridor includes a continuous 38-foot wide planted median that eventually, as transit demand increases, will be reduced to 16 feet to allow for the construction of 2 additional lanes for either dedicated or mixed flow regional "Hi Bus" or BRT transit service. The bus stops along this corridor will be enhanced to provide additional design treatments and pedestrian dwell areas.

Potential transit stations 4, 5, 6, and 7 are recommended to be on-street bus stops with shelter facilities to serve the higher volumes of transit passengers anticipated at these locations. Shelters, seating, lighting, and signage may be provided.

Additional on-street bus stops will be provided throughout the Plan Area to serve both shuttle and circulator bus routes. These bus stops may include small shelters, benches, lighting and signing.

Transit Master Plan Figure 5.2

DRAFT



POTENTIAL TRANSIT ROUTES
FIGURE 5.2

APPENDIX C: FEHR & PEERS TECHNICAL MEMORANDUM



MEMORANDUM

DATE: July 21, 2010

TO: J.J. Hurley, Sacramento Metropolitan Air Quality Management District

CC: Ardie Zahedani, RCH Group
Gail Furness de Pardo, City of Folsom

FROM: Bob Grandy, Ron Milam

RE: **Transit Master Plan for Folsom Plan Area – SMAQMD Data Request** SA08-0140

The purpose of this memo is to respond to questions raised by Sacramento Metropolitan Air Quality Management District staff on Measure 99B in the Folsom Plan Area Specific Plan Operational Air Quality Mitigation Plan (June 2010). A summary of the requested information is provided below.

1. An estimate of the total criteria pollutant emissions for the project.
 - The project is estimated to generate 612,835 daily VMT.
 - Source: DKS, Draft EIS/R
2. The total VMT reductions associated with the transit corridor.
 - The VMT reductions associated with the transit corridor are 52,500 daily VMT.
 - Source: Fehr & Peers
3. The total VMT reductions associated with the enhanced internal trip capture rate.
 - The VMT reductions associated with enhanced internal trip capture are 55,000 daily VMT.
 - Source: (1) Project VMT of 612,835 – DKS, Draft EIS/R; (2) Project Internal Capture Rate of 22 percent – DKS, Draft EIS/R; (3) Internal Capture for 3 “Business As Usual” areas in Sacramento County of 15 percent – Fehr & Peers.
4. The emission reductions that result from the VMT reductions from the transit corridor and enhanced internal trip capture rate.
 - The total VMT reductions from both the transit corridor and enhanced internal capture rate are 107,500.
5. A demonstration that the emission reduction from the transit corridor and enhanced internal trip capture rate will be equal to 20% of the total criteria pollutant emissions associated with a baseline scenario (no transit service, regional average internal trip capture rate) for the project.
 - The Business As Usual VMT, applying the above reductions to the project VMT of 612,835, is 720,300.
 - The net reduction in VMT from the transit corridor and enhanced internal trip capture rate is 15 percent.

6. A description of the methodology used to calculate the aforementioned metrics (detailed information on the models, assumptions, and data inputs).
 - The sources of the data and methodology are summarized above. Additional documentation of the VMT reductions for the transit corridor and the enhanced internal capture rate are provided in the remainder of this memorandum.

The Folsom Plan Area Specific Plan Operational Air Quality Mitigation Plan (June 2010) identifies a credit of 20 points for Measures 99B. It is our understanding that Air District staff would like the credit to correspond to the percent reduction in VMT and GHG emissions. As such, we recommend that a 15 point credit be assigned to Measure 99B in the Air Quality Mitigation Plan.

Lastly, it should be noted that the VMT reductions identified above do not include any adjustment for the "location" benefits of the Folsom Plan Area. The location of the project along the Highway 50 corridor, in relatively close proximity to the region's core, means that the project would have a lower overall VMT than a comparable project at some more distant location. This is due primarily to shorter trip lengths that would occur between project residents and key job centers (downtown Sacramento, Rancho Cordova, Roseville) as well as those between the project's regional shopping center and adjacent development in Folsom and western El Dorado County.

EVALUATION OF ENHANCED INTERNAL CAPTURE AND TRANSIT CORRIDOR

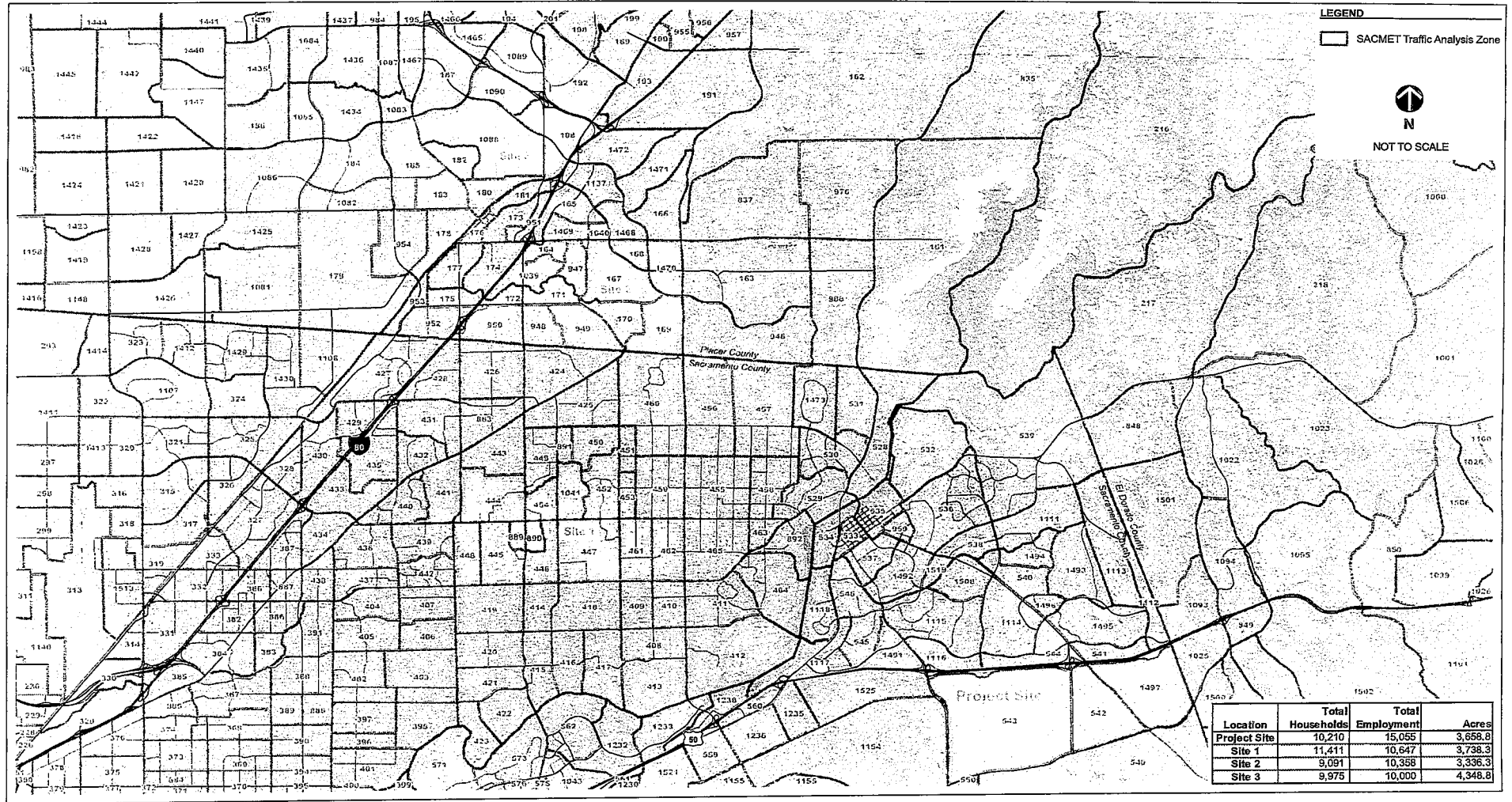
The smart growth design of the project will increase the internal vehicle trip capture (i.e., internalization) compared to a business as usual (BAU) scenario and the project's dedication of an exclusive transit corridor and enhanced service will generate a higher transit mode share than the regional average. The supporting data provided below includes the following information.

- Comparison of the project's internalization rate compared to BAU based on three existing developed areas with similar physical sizes and without an exclusive transit corridor with enhanced service.
- Preliminary forecasts of the transit ridership associated with the dedication of an exclusive transit corridor and enhanced service as well as the associated reduction in vehicle miles of travel (VMT) and air pollutant emissions for ROG and NOx.

Internal Capture Comparison

The goal of the Measure 99B is to achieve a 20 percent reduction in air pollutant (ROG and NOx) emissions compared to a BAU scenario. The project's smart growth design is intended to help achieve this reduction by placing a mix of land uses in close proximity to one another and connected by a transportation network that includes multiple travel choices (i.e., walk, bike, transit, and vehicle). To verify that the plan performed better than the BAU scenario, a baseline value for internal vehicle trip capture was needed. We used the regional SACMET07 travel demand model developed by SACOG to establish the baseline value by estimating internal vehicle trip capture rates for three existing developed areas in the Sacramento region of a similar size and number of households as the proposed project but that did not contained an enhanced transit corridor (see Figure 1).

Table 1 compares the vehicle trip capture estimates and other key statistics for each selected area and the proposed project.



Location	Total Households	Total Employment	Total Acres
Project Site	10,210	15,055	3,658.8
Site 1	11,411	10,647	3,738.3
Site 2	9,091	10,358	3,336.3
Site 3	9,975	10,000	4,348.8

Table 1
Vehicle Trip Capture Evaluation and Comparison

Site	Acres	Households	Employment	Internal Vehicle Trip Capture (1)
Site 1 (Citrus Heights)	3,738.3	11,411	10,647	15%
Site 2 (East Roseville)	3,336.3	9,091	10,358	14%
Site 3 (West Roseville)	4,348.8	9,975	10,000	17%
Site 1-3 Average	3,807.8	10,159	10,335	15%
Proposed Project	3,658.8	10,210	15,055	22%

Notes:

(1) Proposed project internal vehicle trip capture estimate provided by DKS.

The proposed project would have a trip capture that is 46 percent higher (or better) than the BAU scenario based on the average of the three existing developed sites.

Transit Ridership Forecasts

Studies have shown that population and employment levels within ½ mile of a transit stop are one of the primary variables in predicting transit ridership. The Transit Master Plan for the Folsom Plan Area identifies six primary transit stops along the proposed transit corridor. These transit stops are located adjacent to the most densely populated areas planned along the corridor.

Fehr & Peers has developed a ridership database from over 80 transit stations in northern California that is stratified by adjacent land use intensity. We have identified six different transit station "levels" based on adjacent land use intensity, with a range in ridership for each level. The station development level and ridership information can be used to gauge the potential ridership of identified stations based on future land use plans. Our research was published in the *Journal of the Transportation Research Board, No. 2063*, Transit, Management, Technology, and Planning, TRB, 2008.

The planned transit stop at the Town Center has the highest ridership potential, with an estimated daily ridership of 1,800. The remaining five transit stops have an average potential of approximately 900 daily riders. The proposed transit corridor, with the six designated transit stops, yields a total daily ridership potential of 6,300 passengers.

The transit trips associated with the transit corridor and enhanced services, which are long distance in nature, would divert from auto trips. The reduction in daily vehicle miles traveled (VMT) that would occur as a result of this shift from auto to transit travel can be estimated by applying the following factors to the daily transit ridership forecast.

- Average Auto Trip Length – 10 miles¹
- Average Auto Occupancy – 1.2 persons per vehicle

¹ Average vehicle trip length based on National Household Travel Survey (2001) data for California.

The daily VMT reduction in auto travel, associated with implementation of the transit corridor and enhanced service, would be approximately 52,500. The annual reduction in VMT is identified below for two alternative transit operating scenarios. The annual VMT forecasts assume that weekend transit service generates half the ridership generated during an average weekday.

- Weekday Transit Service Only: 13.7 million vehicle miles traveled (annual)
- Weekday & Weekend Transit Service: 16.4 million vehicle miles traveled (annual)

Air Pollutant Emissions Reduction

The air pollutant reductions based on the VMT savings were based on emission factors contained in *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects*, California Air Resources Board, March 2010. Given the time it will take to develop the project we selected a mid-point analysis time frame of 11-15 years from Table 3 (Average Auto Emission Factors) from the reference document noted above, which equates to a ROG emission factor of 0.200 grams per mile and a NOX emission factor of 0.222 grams per mile. These emission factors and the VMT reduction estimate above would result in the following annual reductions in air pollutant emissions.

- | <u>Air pollutant reduction (annual tons)</u> | |
|--|--------------------|
| • Weekday Transit Service Only: | 3.02 ROG, 3.32 NOX |
| • Weekday & Weekend Transit Service: | 3.62 ROG, 3.98 NOX |