

2 EXECUTIVE SUMMARY

2.1 PROJECT SUMMARY

The project would include all actions necessary to update the 1988 Folsom General Plan (1988 Plan), including reorganizing and updating the existing Plan’s eleven chapters, which together address the mandatory General Plan elements required by state planning laws and five additional chapters on matters of local interest. The proposed 2035 Folsom General Plan (2035 General Plan) project would include seven mandatory chapters and two additional chapters on economic prosperity and public facilities and services, as well as revised Land Use and Circulation Diagrams. There are no “disadvantaged communities” in the City of Folsom, thus no Environmental Justice Element (SB 1000) is required for the 2035 General Plan. The 2035 General Plan Housing Element was previously updated in 2010 in compliance with state deadlines (see Chapter 3, *Project Description*). The 2035 General Plan is a legal document that serves as the City of Folsom’s “blueprint” or “constitution” for all future land use, development, preservation, and resource conservation decisions.

2.2 SUMMARY OF PROJECT ALTERNATIVES

Section 15126.6 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) describe and comparatively evaluate a range of reasonable alternatives to a project that would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project. Thus, the range of alternatives evaluated in the following analysis is dictated by the range of significant impacts identified in this Draft Program EIR (PEIR), and evaluated alternatives are limited to those that would reduce or eliminate identified environmental impacts. As discussed in this Draft PEIR (Chapter 20, *Alternatives Analysis*), there are 37 secondary or indirect impacts of implementing the 2035 General Plan project that would result in significant impacts. Three alternatives were selected to illustrate potential alternatives to the 2035 General Plan project.

- Alternative 1 – No Project Alternative
- Alternative 2 – Deletion of Planning Area 2
- Alternative 3 – Amendment of the River District and Planning Area 1

Based on the comparative evaluation contained in the Draft PEIR, Alternative 3 (Amend the River District and Planning Area 1) would reduce the magnitude of the most impacts as an action alternative. Alternative 3 would be the environmentally superior alternative.

2.3 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The potential areas of controversy and issues to be resolved through the Draft PEIR process were identified in the Notice of Preparation (NOP) (See Appendix A, *Notice of Preparation*). These areas are summarized as follows:

Environmental Topic	Draft PEIR Chapter Where Evaluated
Aesthetics/Visual Resources	Chapter 6, Aesthetics and Visual Resources
Agriculture/Forestry	Chapter 7, Agricultural and Forestry Resources
Air Quality	Chapter 8, Air Resources
Biological Resources	Chapter 9, Biological Resources

Environmental Topic	Draft PEIR Chapter Where Evaluated
Cultural Resources	Chapter 10, Historical and Cultural Resources
Geology, Soils, and Minerals	Chapter 11, Geology, Soils, and Mineral Resources
Global Climate Change	Chapter 12, Global Climate Change
Hazards and Hazardous Materials	Chapter 13, Hazards and Hazardous Materials
Hydrology and Water Resources	Chapter 14, Hydrology and Water Quality
Noise	Chapter 15, Noise
Public Services and Recreation	Chapter 16, Public Services and Recreation
Transportation/Circulation	Chapter 17, Transportation
Tribal Cultural Resources	Chapter 18, Tribal Cultural Resources
Utilities and Service Systems	Chapter 19, Utilities and Service Systems
Alternatives	Chapter 20, Alternatives Analysis
Cumulative Impacts	Chapter 21, Other CEQA Considerations
Growth Inducement and other CEQA topics	Chapter 4, Land Use, Population, and Housing Chapter 20, Alternatives Analysis Chapter 21, Other CEQA Considerations

In addition, responses received from public agencies and the public during circulation of the NOP (see Appendix B, *Comments on the Notice of Preparation*) raised the following concerns. Each concern is followed by a notation of the Draft PEIR section where the topic of the comment is addressed.

- Consistency of the 2035 General Plan with the adopted plans of other land management agencies (Draft PEIR Chapter 4, *Land Use, Population, and Housing*, Chapter 16, *Public Services and Recreation*, and Chapter 20, *Alternatives Analysis*)
- Vehicle traffic (Draft PEIR Chapter 17, *Transportation and Circulation*)
- Flood hazards and offsite drainage (Draft PEIR Chapter 14, *Hydrology and Water Quality*)
- Growth inducement (Draft PEIR Chapter Chapter 4, *Land Use, Population, and Housing*, Chapter 20, *Alternatives Analysis*, and Chapter 21, *Other CEQA Considerations*)
- Public utilities (Draft PEIR Chapter 19, *Utilities and Service Systems*)
- Residential quality of life (Draft PEIR Chapter 6, *Aesthetics and Visual Quality*, Chapter 8, *Air Resources*, Chapter 15, *Noise and Vibration*, and Chapter 17, *Transportation and Circulation*)
- Climate change (Draft PEIR Chapter 12, *Global Climate Change*)
- Biological Resources (Draft PEIR Chapter 9, *Biological Resources*)

2.4 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table 2-1 presents a summary of potentially significant project impacts and proposed mitigation measures that would avoid or minimize potential impacts. The level of significance for each environmental impact both before and after mitigation is indicated. Table 2-2 lists those impacts that have been determined to result in no impact or a less-than-significant impact within the meaning of State CEQA Guidelines Appendix G significance criteria. For a detailed discussion of the potentially significant impacts and mitigation measures of the 2035 General Plan, see Chapters 6 through 21 of the Draft PEIR.

Table 2-1 Summary of Impacts and Mitigation Measures					
Environmental Impact	Level of Significance Before Mitigation		Mitigation Measure/Alternative	Level of Significance After Mitigation	
	LS	S		LS	SU
Aesthetics and Visual Resources					
Impact AES-1: Adverse effect on a scenic vista or substantially degrade the scenic character.		S	Mitigation Measure AES-1: None available.		SU
Impact AES-2: Damage to scenic resources within a scenic corridor.		S	Mitigation Measure AES-2: None available.		SU
Impact AES-3: Create new source of light or glare that would adversely affect day or nighttime views.		S	Mitigation Measure AES-3a: Add new Policy NCR 2.1.3: Light Pollution Reduction. <u>The City shall minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize overspill and glare onto adjacent properties and reduce vertical glare.</u>		SU
			Mitigation Measure AES-3b: Add new Implementation Program NCR 6: Lighting Design Standards. <u>Establish consistent lighting standards for outdoor lighting of city development to reduce high-intensity nighttime lighting and glare. These standards shall be consistent with the Folsom Plan Area Specific Plan Community Design Guidelines. Additional standards shall be considered, including the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</u> <u>To reduce impacts associated with light and glare, the City will require the following lighting standards:</u> <ul style="list-style-type: none"> • <u>Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.</u> • <u>Place and shield or screen flood and area lighting needed for construction activities and/or security so as not to disturb adjacent residential areas and passing motorists.</u> • <u>For public street, building, parking, and landscape lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high</u> 		

Table 2-1 Summary of Impacts and Mitigation Measures					
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	LS	S		LS	SU
			<p><u>intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. For public parks and sports facilities, the City will use the best light and glare control technology feasible, along with sensitive site design.</u></p> <ul style="list-style-type: none"> • <u>Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.</u> <p>Implementing Policy: NCR 2.1.3.</p>		
Agriculture and Forestry Resources					
Impact AG-1: Potential conflicts with existing agricultural operations and Williamson Act Contracts adjacent to the 2035 Plan Evaluation Area.		S	Mitigation Measure AG-1: None available.		SU
Air Resources					
Impact AQ-1: Increase in construction-related emissions of criteria air pollutants and precursors associated with 2035 General Plan buildout.	LS		Mitigation Measure AQ-1: None required.	LS	
Impact AQ-2: Increase in operational emissions of criteria air pollutants and precursors associated with 2035 General Plan buildout that could contribute to a violation of air quality standards.		S	Mitigation Measure AQ-2: Modify Policy NCR 3.1.5: Emission Reduction Threshold for New Development. Require all new development projects that exceed SMAQMD’s thresholds of significance to incorporate design, construction material, and/or other operational features that will result in a <u>minimum of 15 percent reduction</u> in emissions when compared to an “unmitigated baseline” project.		SU
			Mitigation Measure AQ-2b: Implement Mitigation Measures GHG-1 through GHG-17.		

Table 2-1 Summary of Impacts and Mitigation Measures

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measure/Alternative	Level of Significance After Mitigation	
	LS	S		LS	SU
Impact AQ-3: Consistency with air quality planning efforts.	LS		Mitigation Measure AQ-3: None required.	LS	
Impact AQ-4: Increase in local mobile-source emissions of carbon monoxide.	LS		Mitigation Measure AQ-4: None required.	LS	
Impact AQ-5: Increase in health risks associated with exposure of sensitive receptors to emissions of toxic air contaminants.		S	Mitigation Measure AQ-5: None available.		SU
Impact AQ-6: Increase in exposure of sensitive receptors to emissions of odors.		S	Mitigation Measure AQ-6: Modify Policy NCR 3.1.6: Sensitive Uses. Coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants <u>and odors</u> , and will impose appropriate conditions on projects to protect public health and safety so as to comply with the requirements of SMAQMD for the exposure of sensitive receptors to toxic air contaminants <u>and odors</u> .		SU
Biological Resources					
Impact BIO-1: Have a substantial adverse effect on special-status species.		S	Mitigation Measure BIO-1: Modify Policy NCR 1.1.1: Habitat Preservation. Support State and Federal policies for preservation and enhancement of riparian and wetland habitats by incorporating, as applicable, as deemed appropriate standards published by the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service into site-specific development proposals.		SU
Impact BIO-2: Have a substantial adverse effect on riparian habitat or other sensitive natural communities.	LS		Mitigation Measure BIO-2: None required.	LS	
Impact BIO-3: Have a substantial adverse effect on federally protected wetlands.		S	Mitigation Measure BIO-3: Implement Mitigation Measure BIO-1.		SU
Impact BIO-4: Interfere with the movement of migratory fish or wildlife species.	LS		Mitigation Measure BIO-4: None required.	LS	

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	LS	S		LS	SU
Cultural Resources					
Impact CUL-1: Cause a substantial adverse change in the significance of a historical resource.		S	Mitigation Measure CUL-1: None available.		SU
Impact CUL-2: Cause a substantial adverse change in the significance of an archaeological resource.		S	<p>Mitigation Measure CUL-2: Add new Implementation Program NCR 7: Management of Inadvertently Discovered Cultural Resources.</p> <p><u>Develop a program for the management of inadvertently discovered cultural resources. The program will consist of, but will not necessarily be limited to the following standards:</u></p> <p><u>The City will require, through permit or tentative map conditions or contractual obligations, that in the event of any inadvertent discovery of archaeological resources, all such finds will be subject to PRC 21083.2 and CEQA Guidelines 15064.5. Procedures for inadvertent discovery are listed below.</u></p> <p><u>In the event of the inadvertent discovery of previously unknown archaeological sites during excavation or construction, all construction affecting the site shall cease and the contractor shall contact the City.</u></p> <ul style="list-style-type: none"> <u>All work within 100 feet of the find will be halted until a professional archaeologist can evaluate the significance of the find in accordance with NRHP and CRHR criteria.</u> <u>If any find is determined to be significant by the archaeologist, representatives of the City will meet with the archaeologist to determine the appropriate course of action. If necessary, a Treatment Plan will be prepared by an archeologist, outlining recovery of the resource, analysis, and reporting of the find. The Treatment Plan will be submitted to the City for review and approval prior to resuming construction.</u> 		SU

Table 2-1 Summary of Impacts and Mitigation Measures					
Environmental Impact	Level of Significance Before Mitigation		Mitigation Measure/Alternative	Level of Significance After Mitigation	
	LS	S		LS	SU
Impact CUL-3: Damage or destruction of previously unknown unique paleontological resources during construction-related activities.		S	<p>Mitigation Measure CUL-3: Add new <u>Implementation Program NCR 8: Management of Paleontological Resources.</u></p> <p>Develop a program for the management of paleontological resources. The program will consist of, but will not necessarily be limited to, the following standards and requirements:</p> <p><u>Prior to approval of a discretionary project, it shall be determined through literature review and records research, the paleontological sensitivity of the geologic units affected by the project. If paleontological resources may be present, conditions will be added to the project approval to monitor for and salvage paleontological resources during ground-disturbing activities.</u></p>	LS	
Impact CUL-4: Disturb interred human remains during construction.	LS		<p>Mitigation Measure CUL-4: None required.</p>	LS	
Geology, Soils, and Mineral Resources					
Impact GEO-1: Expose people or structures to risk from seismic hazards, including strong groundshaking and liquefaction.	LS		<p>Mitigation Measure GEO-1: None required.</p>	LS	
Impact GEO-2: Result in substantial soil erosion or topsoil loss from heightened exposure to wind or water erosion.	LS		<p>Mitigation Measure GEO-2: None required.</p>	LS	
Impact GEO-3: Potential geologic hazards related to unstable soils.	LS		<p>Mitigation Measure GEO-3: None required.</p>	LS	
Impact GEO-4: Result in the loss of availability of a locally-important mineral resource recovery site.		S	<p>Mitigation Measure GEO-4: None available.</p>		SU

Table 2-1 Summary of Impacts and Mitigation Measures					
Environmental Impact	Level of Significance Before Mitigation		Mitigation Measure/Alternative	Level of Significance After Mitigation	
	LS	S		LS	SU
Global Climate Change					
Impact GHG-1: Potential to conflict with an applicable plan, policy, or regulation adopted for reducing GHG emissions.		S	Mitigation Measure GHG-1: Add new Implementation Program PFS-22 Renewable Energy in City-Operated Buildings. <u>Strive to supplement 25 percent of city-owned building energy demand through on-site or off-site renewable energy sources. On-site sources may include solar panels or other types of renewable energy systems on rooftops or parking areas, and on-site energy storage. Off-site sources could include combinations of equivalent renewable energy generation systems, power purchase agreements, or other off-site programs offered by energy utilities (e.g., SMUD’s Greenergy or SolarShares programs).</u> Implementing Policy: PFS 8.1.3.	LS	
			Mitigation Measure GHG-2: Add new Policy PFS 8.1.9 Water Heater Replacement. <u>Encourage the use of high-efficiency or alternatively-powered water heater replacements at time of replacement in existing residential development.</u>		
			Mitigation Measure GHG-3: Add new Implementation Program PFS-23 High-Efficiency or Alternatively-Powered Water Heater Replacement Program. <u>Provide educational material and information on the City’s website, as well as through the permit and building department, on the various high-efficiency and alternatively-powered water heat replacement options available to current homeowners considering water heater replacement; develop appropriate financial incentives, working with energy utilities or other partners; and, streamline the permitting process. Replacement water heaters could include high-efficiency natural gas (i.e., tankless), or other alternatively-powered water heating systems that reduce or eliminate natural gas usage such as solar water</u>		

Table 2-1 Summary of Impacts and Mitigation Measures

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measure/Alternative	Level of Significance After Mitigation	
	LS	S		LS	SU
			heating systems, tankless or storage electric water heaters, and electric heat pump systems. Implementing Policy: PFS 8.1.9.		
			Mitigation Measure GHG-4: Add new Implementation Program PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs. Strive to increase energy efficiency and renewable energy use in existing buildings through participation in available programs. Actions include: <ul style="list-style-type: none"> • Establish a dedicated City program with a clear intent to provide support and promote available green building and energy retrofit programs for existing buildings. • Incentivize solar installation on all existing buildings that undergo major remodels or renovations, and provide permit streamlining for solar retrofit projects. • Provide rebates or incentives to existing SMUD customers for enrolling in the existing Greenergy program. • Provide education to property owners on low-interest financing and/or assist property owners in purchasing solar photovoltaics through low-interest loans or property tax assessments. • Continue to work with SMUD and other private sector funding sources to increase solar leases or power purchase agreements (PPAs). Implementing Policies: PFS 8.1.3, PFS 8.1.5, PFS 8.1.4 .		
			Mitigation Measure GHG-5: Modify Policy LU 1.1.13 Sustainable Building Practices. Promote and, where appropriate, require sustainable building practices (e.g., LEED certification) that incorporate a “whole system” approach to designing and constructing buildings that consume less energy, water, and other resources; facilitate natural ventilation; use daylight effectively; and, are healthy, safe, comfortable, and durable.		

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	LS	S		LS	SU
			<p>Mitigation Measure GHG-6:</p> <p>Add new Implementation Program LU-6 Adopt Green Building. <u>Encourage new residential and non-residential construction projects to adopt and incorporate green building features included in the CALGreen Tier 1 checklist in project designs; and, encourage projects to seek LEED rating and certification that would meet equivalent CALGreen Tier 1 standards or better. Consider future amendments to City code to adopt CALGreen Tier 1 requirements consistent with State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, CALGreen Tier 1 compliance would be required.</u></p> <p>Implementing Policy: LU 1.1.13.</p>		
			<p>Mitigation Measure GHG-7:</p> <p>Add new Implementation Program LU-7 Encourage Zero Net Energy. <u>Encourage Zero Net Energy (ZNE) building design for new residential and non-residential construction projects. Consider future amendments to City code to adopt ZNE requirements consistent with the State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, achievement of ZNE would be required consistent with provisions in the State building code under California Code of Regulations, Title 24, Part 6.</u></p> <p>Implementing Policy: LU 1.1.13.</p>		
			<p>Mitigation Measure GHG-8:</p> <p>Add new Implementation Program PFS-25 Zero Net Energy Development. <u>Adopt an ordinance to require ZNE for all new residential construction by 2020 and commercial construction by 2030, in coordination with State actions to phase in ZNE requirements through future triennial building code updates.</u></p> <p>Implementing Policies: NCR 3.2.3, LU 9.1.10, LU 1.1.13, LU 1.1.17.</p>		

Table 2-1 Summary of Impacts and Mitigation Measures

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measure/Alternative	Level of Significance After Mitigation	
	LS	S		LS	SU
			<p>Mitigation Measure GHG-9: Add new Implementation Program PFS-26 Renewable Diesel. Revise the City of Folsom’s Standard Construction Specifications to require that all construction contractors use high-performance renewable diesel for both private and City construction. Phase in targets such that high-performance renewable diesel would comprise 50 percent of construction equipment diesel usage for projects covered under the specifications through 2030, and 100 percent of construction equipment diesel usage in projects covered under the specifications by 2035. For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, the use of high-performance renewable diesel would be required consistent with the above targets. Implementing Policy: NCR 3.2.7.</p>		
			<p>Mitigation Measure GHG-10: Modify Implementation Program M-1 Transportation Demand Management. Adopt a citywide Transportation Demand Management (TDM) program that encourages residents to reduce the amount of trips taken with single-occupancy vehicles. The program shall be designed to achieve an overall 15 percent vehicle mile traveled (VMT) reduction over 2014 levels and a 20 percent reduction in City-employee commute VMT. The City shall coordinate with employers to develop a menu of incentives and encourage participation in TDM programs. Implementing Policy: M 1.1.9, NCR 3.1.3.</p>		
			<p>Mitigation Measure GHG-11: Modify Implementation Program PFS-14 Energy Efficient Fleet. Continue purchasing alternative fuel/technology vehicles when replacing vehicles in the City’s existing municipal fleet. Use high-performance renewable diesel in 100 percent of existing (2014) and future diesel on-road vehicles and convert entire on-road gasoline vehicles to electric by 2035. Implementing Policy: PFS 8.1.8.</p>		

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			<p>Mitigation Measure GHG-12:</p> <p>Modify Policy M 1.1.4 Existing Streets Retrofits.</p> <p>Actively pursue funding to update existing streets <u>and intersections</u> with new bikeways, sidewalks, and exclusive transit lanes, where these facilities are designated in the Bikeway Master Plan, Pedestrian Master Plan, or Transit Master Plan.</p>		
			<p>Mitigation Measure GHG-13:</p> <p>Modify Implementation Program M-8 Bicycle and Pedestrian Funding.</p> <p>Identify regional, State, and federal funding sources to support bicycle and pedestrian facilities and programs <u>to improve roadways and intersections by 2035.</u> Actions include:</p> <ul style="list-style-type: none"> • <u>Require bicycle and pedestrian improvements as conditions of approval for new development on roadways and intersections serving the project. Improvements may include, but are not limited to: on-street bike lanes, traffic calming improvements such as marked crosswalks, raised intersections, median islands, tight corner radii, roundabouts, on-street parking, planter strips with street trees, chicanes, chokers, any other improvement that focuses on reducing traffic speeds and increasing bicycle and pedestrian safety. For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, incorporation of applicable bicycle and pedestrian improvements into project designs or conditions of approval would be required.</u> • <u>Based on the most recent citywide inventory of roadways and pedestrian/bicycle facilities, identify areas of greatest need, to focus improvements on first. Areas to prioritize include roadways or intersections with a lack of safety features, street where disruption in sidewalks or bicycle lanes occurs, areas of highest vehicle traffic near commercial centers and transit facilities, where increased use of pedestrian/bicycle facilities would be most used.</u> 		

Table 2-1 Summary of Impacts and Mitigation Measures

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measure/Alternative	Level of Significance After Mitigation	
	LS	S		LS	SU
			Implementing Policies: M 2.1.15, M 1.1.4, M 1.1.6, M 1.1.5, M 2.1.2, M 2.1.3, M 2.1.4.		
			Mitigation Measure GHG-14: Modify Policy PFS 9.1.3 Recycling Target. Support efforts to recycle at least 75 percent of solid waste by 2020 , achieve a citywide disposal rate of 1.5 pounds per person per day, exceeding statewide target of 2.7 pounds per person per day by 2035.		
			Mitigation Measure GHG-15: Add new Implementation Program PFS-27 Reduce Water Consumption in New Development. Encourage water efficiency measures for new residential construction to reduce indoor and outdoor water use. Actions include: <ul style="list-style-type: none"> • Promote the use of higher efficiency measures, including: use of low-water irrigation systems, and installation of water-efficient appliances and plumbing fixtures; • Measures and targets can be borrowed from the latest version of the Guide to the California Green Building Standards Code (International Code Council) • For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, compliance with CALGreen Tier 1 Water Efficiency and Conservation measures would be required. Implementing Policies: PFS 3.1.3, PFS 3.1.9.		
			Mitigation Measure GHG-16: Add new Policy NCR-3.2.8: GHG Analysis Streamlining for Projects Consistent with the General Plan. Projects subject to environmental review under CEQA may be eligible for tiering and streamlining the analysis of GHG emissions, provided they are		

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			<p>consistent with the GHG reduction measures included in the General Plan and EIR. The City may review such projects to determine whether the following criteria are met:</p> <ul style="list-style-type: none"> Proposed project is consistent with the current general plan land use designation for the project site; Proposed project incorporates all applicable GHG reduction measures (documented in the Climate Change Technical Appendix to the General Plan EIR) as enforceable mitigation measures in the CEQA document prepared for the project; and, Proposed project clearly demonstrates the method, timing and process for which the project will comply with applicable GHG reduction measures and/or conditions of approval, (e.g., using a CAP/GHG reduction measures consistency checklist, mitigation monitoring and reporting plan, or other mechanism for monitoring and enforcement as appropriate). 		
Impact GHG-2: Potential to conflict with long-term statewide GHG emissions reduction goals for 2050.		S	<p>Mitigation Measure GHG-17: Modify Policy NCR 3.2.5 Climate Change Assessment and Monitoring. Continue to assess and monitor performance of GHG emissions reduction efforts beyond for 2020, 2030, and beyond, including progress toward meeting longer-term GHG emissions reduction goals for 2035 and 2050 by reporting on the City's progress annually, updating the GHG inventory and forecasts at least every five years, and preparing updates to the GHG Strategy in the General Plan, as appropriate; as well as assess and monitor the effects of climate change and associated levels of risk in order to plan a community that can adapt to changing climate conditions and be resilient to negative changes and impacts.</p>		SU
Impact GHG-3: Climate change adaptation.	LS		<p>Mitigation Measure GHG-3: None required.</p>	LS	

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	LS	S		LS	SU
Hazards and Hazardous Materials					
Impact HZ-1: Exposure of people to hazards and hazardous materials during construction.	LS		Mitigation Measure HZ-1: None required.	LS	
Impact HZ-2: Routine transport, use, or disposal of hazardous materials or accidental release of hazardous materials.	LS		Mitigation Measure HZ-2: None required.	LS	
Impact HZ-3: Hazards to the public or environment from development at a known hazardous materials site identified pursuant to Government Code Section 65962.5.	LS		Mitigation Measure HZ-3: None required.	LS	
Impact HZ-4: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	LS		Mitigation Measure HZ-4: None required.	LS	
Impact HZ-5: Expose people or structures to a significant risk of loss, injury, or death involving wildland fires.		S	Mitigation Measure HZ-5: Add new <u>Policy SN 4.1.4: Wildland Fire Risk Reduction.</u> <u>To reduce the risk of wildland fire, continue to implement Wildland-Urban Interface Building Standards, vegetative fuels management, evacuation planning, and public education.</u>	LS	
Hydrology and Water Quality					
Impact HWQ-1: Violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.	LS		Mitigation Measure HWQ-1: None required.	LS	
Impact HWQ-2: Substantially alter drainage patterns leading to erosion or siltation.	LS		Mitigation Measure HWQ-2: None required.	LS	
Impact HWQ-3: Alter the course of a stream or river increasing runoff resulting in flooding.		S	Mitigation Measure HWQ-3a: Modify Policy SN 3.1.1: 100-Year Floodway. SN 3.1.1: 100-Year 200-Year Floodway. Regulate new development <u>or construction</u> within the 100-year 200-year	LS	

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	LS	S		LS	SU
			floodway to assure that the water flows upstream and downstream from the new development or construction will not be altered from existing levels.		
			Mitigation Measure HWQ-3b: Modify Policy SN 3.1.4: Flood Control Costs. Minimize new development in the 400-year 200-year floodway to reduce the long-term public costs of building and maintaining flood control improvements, as required by FEMA and state law.		
			Mitigation Measure HWQ-3c: Modify City of Folsom Municipal Code Section 14.32 so as to be in compliance with the provisions of SB 5 that require urban areas to provide a 200-year level of flood protection.		
Impact HWQ-4: Contribute runoff that exceeds stormwater drainage capacity or contributes additional polluted runoff.		S	Mitigation Measure HWQ-4: Implement Mitigation Measures HWQ-3a, HWQ-3b, and HWQ-3c.	LS	
Impact HWQ-5: Place housing or other structures within 100-year flood hazard area.		S	Mitigation Measure HWQ-5: Implement Mitigation Measures HWQ-3a, HWQ-3b, and HWQ-3c.	LS	
Impact HWQ-6: Expose people or structures to significant risk due to flooding.	LS		Mitigation Measure HWQ-6: None required.	LS	
Noise and Vibration					
Impact NSE-1: Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies; or a substantial permanent increase in ambient noise levels in the project vicinity above levels without the project.		S	Mitigation Measure N-1: Add Implementation Program SN-1: Adopt a Noise Reduction Program. <u>The City shall adopt a citywide noise reduction program to reduce traffic noise levels along roadways where significant increases in traffic noise levels are expected to occur. The program shall include, but shall not be limited to, the following specific elements for noise abatement consideration where reasonable and feasible:</u> <ul style="list-style-type: none"> • <u>Noise barrier retrofits</u> • <u>Truck usage restrictions</u> • <u>Reduction of speed limits</u> • <u>Use of quieter paving materials</u> 		SU

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	LS	S		LS	SU
			<ul style="list-style-type: none"> • <u>Building façade sound insulation</u> • <u>Traffic calming</u> • <u>Additional enforcement of speed limits and exhaust noise laws</u> • <u>Signal timing.</u> 		
Impact N-2: A substantial temporary increase in ambient noise levels in the project vicinity above levels without the project.	LS		Mitigation Measure N-2: None required.	LS	
Impact N-3: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposure of people residing or working in the area to excessive noise levels resulting from the proposed project.		S	Mitigation Measure N-3: Require private developers to provide disclosure statements to all prospective residents in the area south of US Highway 50, notifying them of the presence of Mather Airport to the southwest, of routine aircraft overflights associated with Mather operations, including early morning and late night operations, and of temporarily elevated noise levels during such overflights.	LS	
Impact N-4: Implementation of 2035 General Plan policies related to noise and vibration.	LS		Mitigation Measure N-4: None required.	LS	
Public Services and Recreation Resources					
Impact PSR-1: Physical impacts associated with the provision of new or altered governmental facilities.	LS		Mitigation Measure PSR-1: None required.	LS	
Impact PSR-2: Increased use of parks or other recreational facilities that would cause deterioration of these resources – City of Folsom facilities.	LS		Mitigation Measure PSR-2: None required.	LS	
Impact PSR-3: Require construction or expansion of recreational facilities that might have an adverse physical effect on the environment – City of Folsom facilities.	LS		Mitigation Measure PSR-3: None required.	LS	
Impact PSR-4: Require construction or expansion of recreational facilities that might have an adverse physical effect on the environment – State and Regional facilities.		S	Mitigation Measure PSR-4a: Modify Policy LU 1.1.10: Network of Open Space. Ensure designated open space is connected <u>whenever feasible</u> with the larger community and regional network of natural systems, recreational assets, and viewsheds.	LS	

Table 2-1 Summary of Impacts and Mitigation Measures					
Environmental Impact	Level of Significance Before Mitigation		Mitigation Measure/Alternative	Level of Significance After Mitigation	
	LS	S		LS	SU
			<p>Mitigation Measure PSR-4b: Modify Goal LU 5.1. Support the <u>appropriate</u> enhancement of Folsom’s riverfront areas for current and future residents in order to increase public access, recreational opportunities, and economic development <u>in consultation with federal, State, and regional public lands management agencies.</u></p>		
			<p>Mitigation Measure PSR-4c: Modify Policy LU 5.1.1: River District Overlay. Apply a River District Overlay designation to the riverfront areas of Folsom <u>outside of the boundaries of the Folsom Lake State Recreation Area, Folsom Powerhouse State Historic Park, and American River Parkway</u> to elevate the importance of the river.</p>		
			<p>Mitigation Measure PSR-4d: Modify Policy LU 5.1.2: Vision for the River District. Engage the community, and stakeholders, <u>and federal, state, and regional land management agencies</u> in establishing a vision for Folsom’s River District.</p>		
			<p>Mitigation Measure PSR-4e: Modify Policy LU 5.1.3: River District Master Plan. Prepare a River District Master Plan for Folsom’s riverfront area, that is based on widespread community engagement as well as coordination with the <u>U.S. Bureau of Reclamation, California Department of Parks and Recreation, and Sacramento County Regional Parks Department.</u></p>		
			<p>Mitigation Measure PSR-4f: Modify Policy LU 5.1.4: Enhance Lake Natoma with Compatible Recreation Uses. Enhance the role of Lake Natoma as a place to recreate and an amenity for Folsom residents, and elevate Lake Natoma’s role in supporting local and regional business and commerce, including tourism, recreation, and leisure, <u>while maintaining compatibility with the Folsom Lake State Recreation Area</u></p>		

Table 2-1 Summary of Impacts and Mitigation Measures

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measure/Alternative	Level of Significance After Mitigation	
	LS	S		LS	SU
			<u>General Plan</u> . Invest in strategically-located sites along the length of Lake Natoma for a diverse mix of passive and active recreation and tourism activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage.		
			Mitigation Measure PSR-4g: Modify Policy PR 4.1.1: Coordination with State and County Federal Parks . Coordinate with State and County park officials to provide education in programs that inform the community on topics such as local natural resources, conservation efforts, and fire safety.		
			Mitigation Measure PSR-4h: Modify Policy PR 4.1.3: County, and State, and Federal Cooperation . Cooperate with the County Department of Regional Parks, State Department of Parks and Recreation, State Department of Corrections and Rehabilitation, and State Department of Fish and Wildlife, and <u>U.S. Bureau of Reclamation</u> on facility development and program offerings as appropriate.		
			Mitigation Measure PSR-4i: Modify Policy PR 4.1.5: Waterway Recreation and Access . Coordinate with <u>appropriate</u> Federal agencies, and State agencies, Sacramento County Regional Parks, private landowners, and developers to manage, preserve, and enhance the American River Parkway, urban waterways, and riparian corridors, including to increase public access for active and passive recreation.		
			Mitigation Measure PSR-4j: Modify the 2035 General Plan Land Use Diagram – Transit Priority Areas . Modify the 2035 General Plan Land Use Diagram to delete any indication that proposed Transit Priority Areas would include public lands within the Folsom Lake State Recreation Area and American River Parkway.		

Table 2-1 Summary of Impacts and Mitigation Measures					
Environmental Impact	Level of Significance Before Mitigation		Mitigation Measure/Alternative	Level of Significance After Mitigation	
	LS	S		LS	SU
			<p>Mitigation Measure PSR-4k: Modify the 2035 General Plan Land Use Diagram – River District. Modify the 2035 General Plan Land Use Diagram to delete any indication that the proposed River District would include public lands within the Folsom Lake State Recreation Area and American River Parkway. This is not intended to preclude the addition of such lands to the River District upon completion of the River District Master Plan prepared in compliance with Policy LU 5.1.3.</p>		
			<p>Mitigation Measure PSR-4l: Modify the 2035 General Plan Land Use Diagram – Planning Area 1. Modify the 2035 General Plan Land Use Diagram to amend the boundary of Planning Area 1 to exclude the Alder Creek/Pond area within the FLSRA.</p>		
			<p>Mitigation Measure PSR-4m: Modify the 2035 General Plan Land Use Diagram – Planning Area 2. Modify the 2035 General Plan Land Use Diagram to amend the boundary of Planning Area 2 to exclude the Prairie City SVRA.</p>		
Transportation and Circulation					
Impact T-1: Traffic level of service on local intersections.		S	<p>Mitigation Measure T-1: Implement all feasible improvements identified in Table 17-20 at impacted intersections.</p>		SU
			<p>Mitigation Measure T-2: Implement Mitigation Measures GHG-10, GHG-12, and GHG-13.</p>		
Impact T-2: Traffic level of service on US Highway 50.		S	<p>Mitigation Measure T-3: Implement the new interchanges and improvements along US Highway 50.</p> <ol style="list-style-type: none"> The two new interchanges on US Highway 50 at Oak Avenue Parkway and at Empire Ranch Road interchanges would cause a significant shift in traffic volumes from East Bidwell Street interchange the new interchanges. Both interchanges were assumed to have a high capacity partial cloverleaf (L9) design with a one or two lane single slip off-ramp, a loop ramp and a slip on-ramp in each direction. 		SU

Table 2-1 Summary of Impacts and Mitigation Measures

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measure/Alternative	Level of Significance After Mitigation	
	LS	S		LS	SU
			<ol style="list-style-type: none"> 2. New “auxiliary lanes” are assumed to be added both eastbound and westbound on US Highway 50 between each interchange from Folsom Boulevard to El Dorado Hills Boulevard, which is consistent with the “Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project” (DKS 2007). These auxiliary lanes were assumed to begin at the loop on-ramp at each of the existing and new partial cloverleaf interchanges and extend to the off-ramp at the downstream interchange. 3. A “transitional lane” was assumed to be added in the eastbound direction from the Hazel Avenue eastbound on-ramp to the off-ramp to Prairie City Road to mitigate the current bottleneck caused by the lane drop at Folsom Boulevard. 4. Two lane off-ramps were assumed to be added at any location where volumes warrant the additional lane. 5. A standard intersection design would result in an unacceptable weaving condition on eastbound US Highway 50 between the Prairie City Road on ramps and the new off ramp with Oak Avenue Parkway. Therefore, it was assumed that a “braided ramp” design would be used. It was assumed that this design would involve merging the two eastbound on-ramps from Prairie City Road and then grade separating that combined on-ramp with the new off-ramp to Oak Avenue Parkway. 6. It was assumed that a White Rock Road would be widened to four lanes, which would help divert some traffic from US Highway 50. 		
Tribal Cultural Resources					
Impact TCR-1: Interference with tribal cultural resources.		S	Mitigation Measure TCR-1: None available.		SU
Utilities and Service Systems					
Impact USS-1: Exceed Wastewater Treatment Requirements of the Central Valley Regional Water Quality Control Board.	LS		Mitigation Measure USS-1: None required.	LS	

Table 2-1 Summary of Impacts and Mitigation Measures

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measure/Alternative	Level of Significance After Mitigation	
	LS	S		LS	SU
Impact USS-2: Require the construction of new or expanded stormwater drainage facilities, the construction of which could cause significant environmental effects.	LS		Mitigation Measure USS-2: None required.	LS	
Impact USS-3: Increase the generation of wastewater, requiring new or expanded wastewater collection or conveyance facilities.	LS		Mitigation Measure USS-3: None required.	LS	
Impact USS-4: Have sufficient water supplies available to serve development identified by the 2035 General Plan from existing water entitlements and resources.	LS		Mitigation Measure USS-4: None required.	LS	
Impact USS-5: Increase the generation of solid waste, resulting in a demand for additional landfill capacity.	LS		Mitigation Measure USS-5: None required.	LS	
Impact USS-6: Increased demand for private utility services.	LS		Mitigation Measure USS-6: None required.	LS	
Cumulative Impacts					
Aesthetics and Visual Resources		S	None available beyond implementation of proposed 2035 General Plan policies and mitigation measures identified in this Draft PEIR.		SU
Agriculture and Forestry Resources		S	None available		SU
Air Resources		S	None available beyond implementation of proposed 2035 General Plan policies and mitigation measures identified in this Draft PEIR.		SU
Biological Resources		S	None available beyond implementation of proposed 2035 General Plan policies and mitigation measures identified in this Draft PEIR.		SU
Cultural Resources		S	None available beyond implementation of proposed 2035 General Plan policies.		SU
Geology, Soils, and Mineral Resources		S	None available beyond implementation of proposed 2035 General Plan policies.		SU

Table 2-1 Summary of Impacts and Mitigation Measures

Environmental Impact	Level of Significance Before Mitigation		Mitigation Measure/Alternative	Level of Significance After Mitigation	
	LS	S		LS	SU
Global Climate Change		S	None available beyond implementation of proposed 2035 General Plan policies and mitigation measures identified in this Draft PEIR.		SU
Hazards and Hazardous Materials	LS		None required.	LS	
Hydrology and Water Quality	LS		None required.	LS	
Noise and Vibration		S	None available beyond implementation of proposed 2035 General Plan policies and mitigation measures identified in this Draft PEIR.		SU
Public Services and Recreation Resources	LS		None required.	LS	
Transportation and Circulation		S	None available beyond implementation of proposed 2035 General Plan policies and mitigation measures identified in this Draft PEIR.		SU
Tribal Cultural Resources		S	None available beyond implementation of proposed 2035 General Plan policies and mitigation measures identified in this Draft PEIR.		SU
Utilities and Service Systems	LS		None required.	LS	
CEQA Required Topics					
Growth Inducement	LS		None required.	LS	
Energy		S	Mitigation Measure ENR-1: Implement Mitigation Measures GHG-1 through GHG-17.	LS	
Irreversible Commitment of Resources	LS		None required.	LS	
Irreversible Environmental Changes		S	None available beyond implementation of proposed 2035 General Plan policies and mitigation measures identified in this Draft PEIR.		SU
Damage from Accidents	LS		None required.	LS	

Source: Planning Partners 2018.

The significance criteria for each environmental issue were evaluated as required by CEQA. The criteria determined to result in no impact or a less-than-significant impact were not examined further, and are listed below.

Table 2-2 Potential Impacts Determined to be Less-than-significant or No Impact		
Potential Impact	Less-than-Significant Impact	No Impact
Agriculture and Forestry Resources		
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?		X
d) Result in the loss of forest land or conversion of forest land to non-forest use?		X
Biological Resources		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	X	
Geological Resources		
a) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (V.I.e)	X	
Hazards and Hazardous Materials		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?		X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?		X
Hydrology and Water Quality		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	X	
j) Inundation by seiche, tsunami, or mudflow?	X	
Noise and Vibration		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	X	
f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels.		X

Table 2-2 Potential Impacts Determined to be Less-than-significant or No Impact

Potential Impact	Less-than-Significant Impact	No Impact
Traffic and Circulation		
a) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (XVI.c)	X	
b) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (XVI.d)	X	
c) Result in inadequate emergency access? (XVI.e)	X	
d) Eliminate or adversely affect an existing bikeway, pedestrian facility, or transit facility in a way that would discourage its use (Corresponds to XVI.a and XVI.f)	X	
e) Interfere with the implementation of a planned bikeway or planned pedestrian facility, or be in conflict with a future transit facility (Corresponds to XVI.a and XVI.f)	X	
f) Result in unsafe conditions for bicyclists or pedestrians including conflicts with other modes (Corresponds to XVI.a and XVI.f)	X	
g) Result in demands to transit facilities greater than available capacity (Corresponds to XVI.a and XVI.f)	X	

Source: Planning Partners 2018.

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