3 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

APPROACH TO THE ENVIRONMENTAL ANALYSIS

This draft subsequent environmental impact report (Draft SEIR) evaluates and discloses the environmental impacts associated with the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project (project), in accordance with CEQA (PRC Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulation, Title 14, Chapter 3, Section 1500, et seq.).

Sections 3.1 through 3.11 of this Draft SEIR present a discussion of regulatory background, existing conditions, environmental impacts associated with construction and operation of the project, mitigation measures to reduce the level of impact, and residual level of significance (i.e., after application of mitigation, including impacts that would remain significant and unavoidable after application of all feasible mitigation measures). Issues evaluated in these sections consist of the environmental topics identified for review in the notice of preparation (NOP) prepared for the project (see Appendix A of this Draft SEIR). Chapter 4 of this Draft SEIR, "Cumulative Impacts," presents an analysis of the project's impacts considered together with those of other past, present, and probable future projects producing related impacts, as required by Section 15130 of the State CEQA Guidelines. Chapter 5, "Alternatives," presents a reasonable range of alternatives and evaluates the environmental effects of those alternatives relative to those of the proposed project, as required by Section 15126.6 of the State CEQA Guidelines. Chapter 6, "Other CEQA Sections," includes an analysis of the project's growth inducing impacts, as required by Section 21100(b)(5) of CEQA.

The remainder of this chapter addresses the following resource topics:

- Section 3.1, "Aesthetics";
- Section 3.2, "Air Quality";
- Section 3.3, "Cultural and Tribal Cultural Resources";
- Section 3.4, "Energy";
- Section 3.5, "Greenhouse Gas Emissions and Climate Change";
- Section 3.6, "Land Use and Planning";
- Section 3.7, "Noise and Vibration";
- Section 3.8, "Population and Housing";
- Section 3.9, "Public Services and Recreation";
- Section 3.10, "Transportation"; and
- Section 3.11, "Utilities and Service System."

Sections 3.1 through 3.11 of this Draft SEIR each include the following components.

Regulatory Setting: This subsection presents information on the laws, regulations, plans, and policies that relate to the issue area being discussed. Regulations originating from the federal, state, and local levels are each discussed as appropriate.

Environmental Setting: This subsection presents the existing environmental conditions on the project site and in the surrounding area as appropriate, in accordance with State CEQA Guidelines Section 15125. The discussions of the environmental setting focus on information relevant to the issue under evaluation. The extent of the environmental setting area evaluated (the project study area) differs among resources, depending on the locations where impacts would be expected to occur. This setting generally serves as the baseline against which environmental impacts are evaluated. The NOP for the Project was issued on July 24, 2023. Typically, and in accordance with State CEQA

Guidelines Section 15125, the date on which the NOP is issued is considered appropriate for establishing the baseline. This includes the planned development potential and policy provisions set forth in the adopted General Plan.

Environmental Impacts and Mitigation Measures: In accordance with the State CEQA Guidelines (CCR Sections 15126, 15126.2, and 15143), this section identifies the method of analysis to determine whether an impact may occur, and the thresholds of significance used to determine the level of significance of the environmental impacts for each resource topic. The thresholds of significance are based on the checklist presented in Appendix G of the most recently amended State CEQA Guidelines (January 1, 2024), best available data, applicable regulatory standards, and local practice and standards. The level of each impact is determined by analyzing the effect of the project on the defined baseline conditions and comparing it to the applicable significance threshold. Each impact discussion also includes a summary of the relevant impact analysis and conclusion provided in the General Plan EIR and the FPASP EIR/EIS and determines whether the project would result in a new significant effect or more severe impact than what was identified in the General Plan EIR pursuant to State CEQA Guidelines 15162.

Project impacts and mitigation measures are numbered sequentially in each subsection (e.g., Impact 3.2-1, Impact 3.2-2, Impact 3.2-3, etc.). A summary impact statement precedes a more detailed discussion of each environmental impact. The discussion presents the analysis, rationale, and substantial evidence upon which conclusions are drawn regarding the level of significance of the impact.

An impact would be considered "less than significant" if it would not involve a substantial adverse change in the physical environment. An impact would be "potentially significant" or "significant" if it could or clearly would, respectively, result in a substantial adverse change in the physical environment; both are treated the same under CEQA in terms of procedural requirements and the need to identify feasible mitigation.

This SEIR identifies feasible mitigation measures that could avoid, minimize, rectify, reduce, or compensate for potentially significant or significant adverse impacts (PRC Section 21081.6[b]). Mitigation measures are not required for effects found to be less than significant. Where feasible mitigation for a significant or potentially significant impact is available, it is described in this SEIR following the impact, along with its effectiveness at addressing the impact. Each identified mitigation measure is labeled numerically to correspond with the impact it addresses. Where feasible mitigation is not sufficient to reduce an impact to a less-than-significant level, the impact is identified as significant and unavoidable. The final determination of the level of significance of each impact is presented in **bold** text in the impact summary and at the end of each impact discussion.

It is important to note that environmental impact analyses under CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents unless the proposed project might cause or risk exacerbating environmental hazards or conditions that already exist (CCR Section 15126.2[a]). In those specific instances, it is the project's impact on the environment and not the environment's impact on the project that compels an evaluation of how future residents or users could be affected by exacerbated conditions (*California Building Industry Association v. Bay Area Air Quality Management District* [2015] 62 Cal. 4th 369).

References: The full references associated with the references cited in Sections 3.1 through 3.11 are presented in Chapter 8, "References," organized by chapter or section number.

EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA allows a lead agency to limit the detail of discussion of environmental effects that are not potentially significant (PRC Section 21100, CCR Section 15128). Following research and analysis of technical studies and data, it was determined that the project would not result in significant environmental impacts on the resources identified below. Accordingly, these resources are not addressed in later sections of this Draft SEIR.

Agriculture and Forestry Resources

The majority of land uses north of Highway 50 within the City are designated as urban and built-up land. One approximately 29-acre parcel north of Highway 50 is designated as Unique Farmland (City of Folsom 2018). This

parcel is not included in the project planning area. South of Highway 50 in the FPASP planning area is designated as Grazing Land. The FPASP planning area does not include any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (City of Folsom 2018). There are no Williamson Act lands, forestry resources, or timberlands within the City of Folsom (City of Folsom 2018). The EIR certified for the City's 2035 General Plan evaluated the potential for impacts on agriculture and forestry resources in the City. The project would not increase the total area impacted by development nor would the project incorporate any new parcels featuring agricultural resources than what was originally analyzed in the General Plan EIR. Because this issue was evaluated in the General Plan EIR and the proposed footprint of development has not changed from the General Plan EIR there would be no additional impacts as a result of implementing the project. This issue is not discussed in this Draft SEIR.

Biological Resources

The EIR certified for the City's 2035 General Plan evaluated the potential for impacts on biological resources in the City. The project would not increase the total land area impacted by development nor would the project incorporate any new parcels featuring sensitive biological resources than what was originally analyzed in the General Plan EIR (e.g., amendments that would change Open Space designated land areas to a General Plan land use designation that would allow development). Additionally, development under the project would be subject to General Plan policies, such as Policies NCR 1.1.1-1.1.6, NCR 1.1.8, NCR 4.1.2-4.1.6, and PR 1.1.14 related to protection of special status species, riparian habitat, natural communities, and wetlands. Development would also adhere to the Folsom Municipal Code (FMC) Chapter 12.16 for the protection of native trees. Development within the Folsom Plan Area would be required to implement the following applicable mitigation measures from the FPASP EIR/EIS related to biological resources:

- Mitigation Measure 3A.3-1a: stormwater drainage and erosion control plan
- Mitigation Measure 3A.3-1b: Clean Water Action Section 404 permit
- Mitigation Measure 3A.3-2a: avoidance of direct loss of Swainson's hawk and other raptor nests
- Mitigation Measure 3A.3-2b: preparation and implementation of Swainson's hawk mitigation plan
- Mitigation Measure 3A.3-2c: avoidance and minimization of tricolored blackbird nesting
- Mitigation Measure 3A.3-2d: avoidance and minimization to special-status bat roosts
- Mitigation Measure 3A.3-2e: Incidental Take Permit under Section 10(a) of the Federal Endangered Species Act for vernal pool habitat
- Mitigation Measure 3A.3-2f: Incidental Take Permit under Section 10(a) of the Federal Endangered Species Act for valley elderberry longhorn beetle
- Mitigation Measure 3A.3-2g: take authorization for vernal pool invertebrates
- Mitigation Measure 3A.3-2h: Incidental Take Permit for valley elderberry longhorn beetle
- Mitigation Measure 3A.3-3: special-status plan species surveys, avoidance, and minimization
- Mitigation Measure 3A.3-4a: 1602 Streambed Alteration Agreement permit
- Mitigation Measure 3A.3-4b: protective measures for valley needlegrass grassland

Although the project would result in an increase in allowed building height limit to 50 feet in the East Bidwell Corridor Mixed Use Overlay Zone and 60 feet in the new Transit-Oriented Development Zone, the increased height limit in these areas would not result in a greater risk of bird strikes beyond what was analyzed in the General Plan EIR because the proposed height changes are consistent with the maximum height already allowed under Title 17 of FMC. Adherence to FMC, General Plan policies, and FPASP EIR/EIS mitigation measures would ensure that the project would not result in new or more severe impacts than discussed in the General Plan EIR. Because this issue was evaluated in the General Plan EIR and the proposed footprint of development has not changed from the General Plan

EIR there would be no additional impacts as a result of implementing the project. This issue is not discussed in this Draft SEIR.

Geology and Soils

The City is not within an Alquist-Priolo Earthquake Fault Zone and located in an area of low seismic activity (City of Folsom 2018). Additionally, soils within Folsom are generally not prone to liquefaction. The EIR certified for the City's 2035 General Plan evaluated the potential for impacts related to geology and soils in the City. Development as part of the project would be subject to General Plan policies, such as Policy SN 2.1.1 that requires building construction requirements consistent with state standards to reduce risk associated with geologic and seismic hazards. Development within the Folsom Plan Area would be subject to Mitigation Measures 3A.7-1a and 3A.7-1b from the FPASP EIR/EIS to prepare a geotechnical report and monitor earthwork during construction. Development facilitated by the project would not result in impacts from erosion or loss of top soil because development would be in compliance with Chapter 14.29 of FMC that requires a grading permit and erosion control procedures and the City's design standards that require cut slopes at 2:1 or greater to have special design provisions to control erosion and runoff. Development would be required to adhere to General Plan policies related to erosion control, such as Policies NCR 4.1.5 and NCR 4.1.6 that require new development to protect natural drainage and water quality through erosion control. Finally, development within the Folsom Plan Area would be subject to FPASP EIR/EIS Mitigation Measures 3A.7-3 and 3A.9-1 that require a grading and erosion control plan and specific sediment control measures. Adherence to FMC, General Plan policies, and FPASP EIR/EIS mitigation measures would ensure that the project would not result in new or more severe impacts than discussed in the General Plan EIR. Additionally, the project would not change the extent or character of land disturbance from what was evaluated in the General Plan EIR (no change in the City's planned development footprint). This issue will not be discussed in the SEIR.

Hazards and Hazardous Materials

The EIR certified for the City's 2035 General Plan evaluated the potential for impacts related to hazards and hazardous materials in the City. Development under the project would not change the extent or character of land disturbance from what was evaluated in the General Plan EIR (no change in the City's planned development footprint) or introduce a new land use that could create hazards. Future development as part of the project would be subject to the same code requirements, General Plan policies, and mitigation measures that address hazards and evacuation as in the General Plan EIR. For example, development would be subject to General Plan Policies SN 1.1.1 - 1.1.4, SN 5.1.3 - 5.1.4 related to transportation of hazardous waste and Policy SN 5.1.1 related to the management of hazardous materials. Development under the project would adhere to FMC Chapter 9.35 related to underground storage tanks hazards, Chapter 8.36 related to fire hazards, Chapter 9.34 for hazardous materials disclosure, and Chater 9.37 to reduce fire hazards. Development within the Folsom Plan Area would be required to implement the following applicable mitigation measures from the FPASP EIR/EIS related to hazards and hazardous materials:

- Mitigation Measure 3A.2-5: site investigation for asbestos
- Mitigation Measure 3A.8-2: hazardous soil and groundwater investigations
- Mitigation Measure 3A.8-3a: cooperation with regulatory agencies regarding groundwater remediation
- Mitigation Measure 3A.8-3c: notification easements have been fulfilled for hazardous substances investigations and remediation
- Mitigation Measure 3A.8-3d: land use restrictions for contaminated soil and groundwater
- Mitigation Measure 3A.8-5: preparation of a blasting safety plan
- Mitigation Measure 3A.9-3: development and implementation of a best management practices and water quality maintenance plan

Adherence to the FMC, General Plan policies, and FPASP EIR/EIS mitigation measures would ensure that the project would not result in new or more severe impacts than discussed in the General Plan EIR. This issue will not be discussed in the SEIR.

Hydrology and Water Quality

The primary waterway in Folsom is the Lower American River and the average annual runoff for the City is 2.7 million acre-feet (City of Folsom 2018). The EIR certified for the City's 2035 General Plan Update evaluated the potential for impacts related to hydrology and water quality in the City. As a result of increased capacity implementation of the project may result in an increase in the amount of impervious surfaces within the City compared to what was analyzed in the General Plan EIR. Development facilitated by the project would be in compliance with the City's drainage and water quality standards as well as FMC Chapter 8.70, Stormwater Management and Discharge Control and Chapter 14.29, Grading and Drainage. Compliance with the FMC would ensure any increases to the amount of impervious surfaces would result in no new impacts. Development within the Folsom Plan Area would be required to implement the following mitigation measures from the FPASP EIR/EIS:

- Mitigation Measure 3A.9-1: obtain regulatory approvals to protect water quality
- Mitigation Measure 3A.9-2: submit drainage plans to the City
- Mitigation Measure 3A.9-3: prepare a detailed best management practices and water quality maintenance plan
- Mitigation Measure 3A.9-4: inspection of dams and implement improvements from inspectors

Additionally, the project would not change the extent or character of land disturbance from what was evaluated in the General Plan EIR. This issue will not be discussed further in the SEIR.

Mineral Resources

The area north of Highway 50 in Folsom does not contain any mineral resources (City of Folsom 2018). Much of the area south of Highway 50 in the FAPSP is designated under the Surface Mining and Reclamation Act as having some mineral resources. However, only the westernmost edge of the FPASP planning area contains mineral deposits (City of Folsom 2018). The EIR prepared for the 2035 General Plan concluded that development associated with the General Plan would result in a loss of economically valuable mineral resources on the western edge of the FPASP planning area and impacts would be significant. The project includes amending the zoning and land use designations for up to two parcels at the westernmost edge of the FPASP. However, the project would not increase the total area impacted by development nor would the project incorporate any new parcels featuring mineral resources than what was originally analyzed in the General Plan EIR. Because this issue was evaluated in the General Plan EIR and the proposed footprint of development has not changed from the General Plan EIR there would be no additional impacts as a result of implementing the project. This issue is not discussed in this Draft SEIR.

Wildfire

The City and its Planning Area is not located in or near a Very High Fire Hazard Severity Zone (CAL FIRE 2023). The project would not increase the total area impacted by development nor would the project incorporate any new parcels that would be at risk from wildfire than what was originally analyzed in the General Plan EIR. Because this issue was evaluated in the General Plan EIR and the proposed footprint of development has not changed from the General Plan EIR there would be no additional impacts as a result of implementing the project. This issue is not discussed in this Draft SEIR.

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3.1 AESTHETICS

This section provides a description of existing visual conditions, meaning the physical features that make up the visible landscape and an assessment of changes to those conditions that would occur from implementation of the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project (project). The effects of the project on the visual environment are generally defined in terms of the project's physical characteristics and potential visibility, the extent to which the project's presence would change the perceived visual character and quality of the environment, and the expected level of sensitivity that the viewing public may have where the project would alter existing views.

No public comments related to aesthetics were received in response to the notice of preparation during the public review period.

3.1.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to aesthetics, light, and glare are applicable to the project.

STATE

California Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963 and was designed to protect scenic state highway corridors from changes that would diminish the aesthetic value of the land adjacent to the highways. The Program is administered by the California Department of Transportation (Caltrans). A California highway may be designated as scenic depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes on the traveler's enjoyment of the view.

California Building Code

The California Building Code (California Code of Regulations, Title 24, Part 2) contains various building standards derived and adapted from the International Building Code, authorized by the California legislature, that addresses California building issues. They include standards for outdoor lighting intended to improve energy efficiency, minimize light pollution and nighttime glare, and provide design solutions to shield and control outdoor lighting fixtures.

LOCAL

City of Folsom General Plan

The following policies from the City of Folsom General Plan are applicable to the project (City of Folsom 2018, City of Folsom 2021).

Land Use Element

- Policy LU 1.1.8 Preserve Natural Assets. Maintain the existing natural vegetation, landscape features, open space, and viewsheds in the design of new developments.
- Policy LU 1.1.10 Network of Open Space. Ensure designated open space is connected whenever feasible with the larger community and regional network of natural systems, recreational assets, and viewsheds.
- Policy LU 3.1.4 Compatibility with Adjoining Uses. Encourage development and redevelopment of higher-density mixed-use development within districts and along corridors to be compatible with adjacent land uses, particularly residential uses.

Natural and Cultural Resources Element

- **Policy NCR 2.1.1 Maintain Scenic Corridors.** The City shall protect views along identified scenic corridors.
- **Policy NCR 2.1.2 Complementary Development.** Through the planned development permit process, require new development to be located and designed to visually complement the natural environment along Folsom Lake, the American River, nearby hillsides, and major creek corridors such as Humbug, Willow, Alder, and Hinkle.
- **Policy NCR 2.1.3 Light Pollution Reduction.** 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.
- **Implementation Program NCR 6: Lighting Design Standards.** 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.

  To reduce impacts associated with light and glare, the City will require the following lighting standards:

  - Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.
  - Place and shield or screen flood and area lighting needed for construction activities and/or security so as not to disturb adjacent residential areas and passing motorists.
  - For public street, building, parking, and landscape lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high 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.
  - 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.

Folsom Plan Area Specific Plan

The following Land Use Objective related to visual effects from the Folsom Plan Area Specific Plan (FPASP) is only applicable to the Folsom Plan Area (City of Folsom 2022).

- **Objective 4.3** Provide open space areas for the preservation and conservation of natural features, for limited recreational facilities and to provide visual relief.

City of Folsom Multifamily Design Guidelines

The City of Folsom Planning Development adopted Resolution No. 5734 – City of Folsom Design Guidelines for Multifamily Development on May 26, 1998. The purpose of the guidelines is to establish specific development standards and design guidelines for the development of multifamily units which are necessary to promote and protect the public health, safety and general welfare of the community. The guidelines address site planning, architectural design, landscaping, management, and personal safety.

Folsom Plan Area Specific Plan Community Design Guidelines

The Community Design Guidelines are intended to provide a vision of the level of design quality expected in the Folsom Plan Area for "Public Realm" improvements, which include the streets, parks, public places, schools, and open spaces. The Community Design Guidelines are written as a series of performance-based objectives and policies. Performance based objectives use the terms "should" or "encouraged" to indicate a desired design expectation. Policies in the Community Design Guidelines use the term "shall" to indicate that policies are required (City of Folsom 2015).

City of Folsom Municipal Code

The City's design review process is implemented through Chapter 17.06 of the Folsom Municipal Code (FMC). Chapter 17.06 establishes procedures and provides regulations to:

- Preserve existing areas of natural beauty and cultural importance;
- Assure that buildings, structures, or other developments are in good taste, good design, harmonious with surrounding developments and in general contribute to the preservation of Folsom's reputation as a place of beauty, spaciousness, and quality;
- Prevent the development of structures or uses which do not meet applicable design standards, are of inferior quality, or are likely to have a depreciating effect on the local environment or surrounding area by reason of appearance or value;
- Eliminate conditions, or structures, which by reason of their effect tend to degrade the health, safety or general welfare of the community;
- Provide a continuing source of programs and means of improving the City's overall appearance; and
- Streamline the overall design review process.

Chapter 17.23 of the Municipal Code provides design standards for mixed-use zones. The code states that the design details, including lighting, shall be determined by considering public views, among other criteria.

Chapter 17.59.040 of the City's Municipal Code addresses signs within the city and in scenic corridors. The Planning Director must approve signs visible from a scenic corridor, and their appearance and lighting are regulated. The following scenic corridors designated in Chapter 17.59.040 of the FMC are within the project planning area:

- Blue Ravine Road,
- East Bidwell Street (from Blue Ravine Road east to the city limits), and
- Folsom Boulevard.

While the information above represents the design review process and standards for the current Municipal Code the City is in the process of preparing and then adopting Objective Design and Development Standards.

3.1.2 Environmental Setting

SCENIC CORRIDORS

As discussed above, Blue Ravine Road, East Bidwell Street, and Folsom Boulevard are designed scenic corridors in the project planning area as defined in the FMC. At the county level, Sacramento County's 2030 General Plan designates Scott Road south of White Rock Road as a scenic corridor (County of Sacramento 2022). Sites 11, 15, and 16 are currently visible from the intersection of Scott Road and White Rock Road. There are no State-designated scenic highways in the vicinity of the project planning area (Caltrans 2023).

VISUAL CHARACTER

Visual quality is defined as the overall visual impression or attractiveness of an area as determined by the landscape characteristics, including landforms, rock forms, water features, and vegetation patterns. The attributes of line, form, and color combine in various ways to create landscape characteristics whose variety, vividness, coherence, uniqueness, harmony, and pattern contribute to the overall visual quality of an area.

The dominant visual character of the City of Folsom is of extensive and lush landscaping. Most major roadways in the city have a landscaped median or planted buffers and many commercial properties have landscaping on their street frontage and in their parking lots. Street level aesthetics and character are regulated by the City of Folsom through its

Zoning and Building ordinances at a citywide level and in particular areas by specialized documents such as the Humbug-Willow Creek Design Guidelines.

East Bidwell Mixed Use Overlay Zone

The East Bidwell Mixed Use Overlay Zone is located along East Bidwell Street from Coloma Street to Highway 50 and also includes areas along Riley Street. Residential, retail, and commercial uses are arrayed along the length of East Bidwell Street. Commercial and retail developments are located along East Bidwell Street from Coloma Street to Creekside Drive and Nesmith Court/College Parkway to Highway 50 with one- to three-story buildings. Between Creekside Drive and Nesmith Court/College Parkway, residential development is located to the south of East Bidwell Street and institutional facilities (medical centers and Folsom Lake College) are located to the north. Commercial land uses are located along Riley Street. Residential properties include one- to two-story single-family homes and three- to four-story multifamily homes. Residential and institutional properties generally have landscaped median or planted buffers. Commercial properties have landscaping on their street frontage and in their parking lots.

Transit-Priority Areas

The Sacramento Area Council of Governments (SACOG) identifies three transit priority areas in Folsom, which are areas located within one-half mile around three light rail stations (Historic Folsom Station, Glenn Station, and Iron Point Station). Two of the transit priority areas are included in the project (Glenn Station and Iron Point Station). The Glenn Station and the Iron Point Station transit priority areas are developed for office, retail, and commercial uses with mostly one- to two-story buildings. Development within the Glenn Station transit priority area includes Folsom Lake Toyota Service Center, Enterprise Truck Rental, Caliber Collision, Western Union, Glenn Station Park and Ride, Kikkoman Foods, Reliance Home Loans, an office park, fitness centers, retail stores, and restaurants. Development within the Iron Point Station transit priority area includes Cinemark Century, Hilton Garden Inn, Larkspur Landing, Nike Factory Store, Folsom Premium Outlets, retail stores, and restaurants. The commercial nature of the land use strongly contributes to the visual character of the transit priority areas. The dominant visual characteristic of these transit priority areas is of buildings and parking lots with landscaping trees.

Folsom Plan Area

Folsom Plan Area includes a mix of recently developed residential areas as well as a large stretch of mostly undeveloped land south of Highway 50 that contains oak woodlands and rock outcroppings. The landscape of the Folsom Plan Area is characterized by low hills covered with oak trees, narrow valleys containing creeks, and lowlands and rolling hills covered with annual grasses and scattered trees, and occasional features such as rock outcroppings, agricultural fencing, and ruins of former farm structures. These vistas are viewed by travelers on Highway 50, Prairie City Road south of Highway 50, and White Rock Road, rural residents near and within the area, and Folsom residents living just north of Highway 50. Since the certification of the General Plan EIR, construction of planned development in the Folsom Plan Area has commenced that has altered the visual character of this area as viewed from roadways and Highway 50. Approximately half of the Folsom Plan Area has been developed with housing, schools, and other commercial/retail uses in accordance with the FPASP. Much of the Folsom Plan Area has become of similar visual quality to nearby developed land north of Highway 50. A unique or scenic vista is no longer present. A visual description of the individual project parcels in the Folsom Plan Area is provided below.

- Site 2 is bounded by Alder Creek Parkway to the north and Prairie City Road to the west. This parcel and the surrounding area are currently undeveloped.
- Sites 11, 15, and 16 are located to the southwestern corner of the Folsom Plan Area. These three parcels are bounded by Mangini Parkway to the North, Prairie City Road to the west, and White Rock Road to the south. These parcels and the surrounding area are located on undeveloped land.
- Sites 60, 63, 64, 68 are located southwest of the intersection of East Bidwell Street and Highway 50. These parcels and the surrounding area are located on undeveloped land. There are scattered trees located within these parcels.

- Sites 74, 76, 156-158, 160A and 160B are located south of the intersection of East Bidwell Street and Highway 50. These are undeveloped parcels that are bounded by Alder Creek Parkway to the north and East Bidwell Street to the east. The parcels are surrounded by residential properties to the east of East Bidwell Street and undeveloped lands to the north, west, and south.
- Site 144 is an undeveloped parcel that is bounded by residential development to the east, vacant land to the north, East Bidwell Street to the west, and Mangini Parkway to the south.
- Site 233 is an undeveloped site located near the northeastern corner of the Folsom Plan Area. This site is bounded by Highway 50 to the north and planned residential development to the east, west, and south.

LIGHT AND GLARE

Existing sources of light and glare are uniformly present in the vicinity of the project planning area north of Highway 50. Existing sources of light include streetlights along project roadways; lights in parking lots, along walkways, and on the exteriors of buildings; lights associated with the light rail system; and interior lights in buildings. Glare is a visual sensation caused by excessive and uncontrolled brightness, which can be disabling or uncomfortable. Natural and artificial light reflects off various surfaces (e.g., building surfaces, windows of buildings, and automobiles) and can create localized occurrences of daytime and nighttime glare. Approximately half of the Folsom Plan Area has been developed with nighttime sources of lighting present but not as widespread as compared to the rest of the city north of Highway 50.

3.1.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Impacts related to aesthetics are analyzed qualitatively based on a review of the project elements and their potential to result in physical changes to the environment if the project is approved and implemented. Each issue area is analyzed in the context of existing laws and regulations as well as policies adopted in the City of Folsom 2035 General Plan and FPASP, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with implementation of the project. Because this SEIR addresses changes to General Plan designated land uses and whether these changes create new significant visual impacts or a substantial increase in severity of visual impacts identified in the 2035 General Plan EIR, all relevant 2035 General Plan EIR mitigation measures are applicable to the project as needed to avoid or minimize project impacts and are considered part of the project. Additionally, the project covers sites in the Folsom Plan Area, which are subject to mitigation measures from the FPASP EIR/EIS.

THRESHOLDS OF SIGNIFICANCE

An impact on aesthetics, light, and glare is considered significant if implementation of the project would do any of the following:

- have a substantial adverse effect on a scenic vista;
- substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings;
- in an urbanized area, would conflict with applicable zoning and other regulations governing scenic quality; and/or
- create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

ISSUES NOT DISCUSSED FURTHER

Scenic Vista

A scenic vista is considered a view of an area that has remarkable scenery or a natural or cultural resource that is indigenous to the area. The East Bidwell Mixed Use Overlay Zone and TOD overlay areas are located in a developed urban setting and do not contain remarkable scenery or views of natural areas that would be considered a scenic vista.

The Folsom Plan Area includes open space that contains oak woodlands, rock outcroppings, agricultural fencing, and other former farm structures. These features are considered scenic vistas that can be viewed by travelers on Highway 50, Prairie City Road, and White Rock Road. However, the Folsom Plan Area is approximately half developed. As analyzed in the FPASP EIR/EIS, views along nearby roadways were anticipated to change to housing developments, schools, and general commercial with implementation of the FPASP. The Folsom Plan Area was expected become of similar visual quality to nearby developed land located north of Highway 50 and would no longer be considered a unique or scenic vista. Since the certification of the General Plan EIR and FPASP EIR/EIS, construction of planned development in the Folsom Plan Area has commenced that has altered the visual character of this area. A unique and scenic vista is no longer present in the Folsom Plan Area as a result of the existing development. Therefore, although development as part of the project in the Folsom Plan Area would result in increased building heights in the Town Center Overlay Zone that could further block scenic views there is no longer a scenic vista in the Folsom Plan Area. Additionally, visual impacts of the Folsom Plan Area were previously analyzed as part of the FPASP EIR/EIS. The project would not result in a substantially more severe impact on scenic vista. This impact is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.1-1: Damage to Scenic Resources within a Scenic Corridor

The General Plan EIR determined that implementation of the 2035 General Plan would result in development that would intensify the existing urban uses as well as conversion of previously open spaces south of Highway 50 to urban land uses. The development would substantially degrade views from scenic corridors, particularly within the Folsom Plan Area. Impacts were determined to be significant and unavoidable. The proposed project would result in increased density and taller residential uses and mixed-use development in the East Bidwell Mixed Use Overlay Zone, the new TOD Zone, and Folsom Plan Area. Implementation of the proposed project would result in intensified development in the proposed rezone sites south of Highway 50 that could result in denser and taller development on sites. Denser and taller development would substantially degrade the existing views and the quality of the public views of the Folsom Plan Area from the County-designated scenic corridor, Scott Road. The project would not result in a new or substantially more severe impact than were addressed in the General Plan EIR. Project impacts would remain **significant and unavoidable**, consistent with the conclusion in the General Plan EIR.

Impact AES-2 of the General Plan EIR evaluated whether implementation of the 2035 General Pan EIR would cause an adverse effect to scenic resources within a scenic corridor. This impact was determined to be significant and unavoidable with no feasible mitigation available beyond compliance with the General Plan Policy NCR 2.1.1., adopted FPSAP Mitigation Measure 3A.1-1, FMC, and FPASP Community Design Guidelines.

There are no State-designated scenic highways located within or in the vicinity of the City of Folsom (Caltrans 2023). However, the City of Folsom and Sacramento County have designated roadways in the vicinity of the project planning area as scenic corridors. The FMC identifies specific scenic corridors within the city and regulates signage along these routes to minimize additional visual impact. Blue Ravine Road, East Bidwell Street (from Blue Ravine Road east to the city limits), and Folsom Boulevard are designated scenic corridors in the city. Future development in the East Bidwell Mixed Used Overlay and TOD zone would result in increased minimum density, maximum floor area ratio (FAR) standards, and building height, which could occur in the vicinity of the City designated scenic corridors. Future development would have a building height limit of up to four stories or 50 feet (35 feet near single family residential and 60 feet for corner elements only) in the East Bidwell Mixed Used Overlay Zone and a building height limit of up to five stories or up to 60 feet (70 feet for corner elements only) in the new TOD zone. Views to travelers on the City-

designated scenic corridors could become shorter range and consist of multi-story buildings nearer the roadway than the existing conditions. Future development would be required to comply with FMC Chapter 17.59 regarding placement of signage to protect views from scenic corridors, which requires approval from the Planning Director for signs visible from a scenic corridor. Furthermore, future development in the East Bidwell Mixed Used Overlay Zone and the new TOD zone would generally improve the visual quality of the affected areas by developing vacant, underutilized, or aging properties and creating a more unified visual experience consistent with the surrounding development.

Scott Road south of White Rock Road is a County-designated scenic corridor. The proposed rezone sites 11, 15, and 16 in the Folsom Plan Area are visible from the intersection of Scott Road and White Rock Road. Views of the Folsom Plan Area from Scott Road consist of grasslands on rolling hills and scattered oak trees. Development identified in the FPASP would change the existing grassland and oak woodlands to urban land uses. Similar to the findings of the FPASP EIR/EIS, development as part of the project in the Folsom Plan Area would add to the alteration of existing views and the quality of the public views from Scott Road. However, these sites were planned for development and analyzed as such in the FPASP EIR/EIS. The proposed project would result in denser development on these sites than previously proposed. Impacts would continue to degrade the scenic corridor along Scott Road. Although, development in the Folsom Plan Area would be subject to existing regulations for scenic quality, such as FMC Chapter 17.59, visual modifications to the corridor would continue to be significant.

Based on the discussion above, there is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR or the FPASP EIR/EIS. Thus, this impact would remain **significant and unavailable**.

Mitigation Measures

No feasible mitigation measure is available.

Significance after Mitigation

Development in the Folsom Plan Area would substantially alter the view of the Folsom Plan Area from grasslands on rolling hills and scattered oak trees to urban development pattern. Therefore, there is no feasible mitigation. The project would not result in new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. This impact would be **significant and unavoidable**, similar to the findings of the General Plan EIR.

Impact 3.1-2: Substantially Degrade the Existing Visual character or Quality of Public Views

The General Plan EIR determined that implementation of the 2035 General Plan would result in development that would intensify the existing urban uses as well as convert open space in the Folsom Plan Area to urban land uses. The development would cause permanent changes in the overall visual character and damage to scenic resources in the city. The impacts would be significant and unavoidable. This project would result in higher density residential uses and mixed-use development in the East Bidwell Mixed Use Overlay Zone, the Glenn Station TOD overlay area, the Iron Point Station TOD overlay area, and Folsom Plan Area. The project would result in development that is similar in character to what was previously evaluated in the General Plan EIR. The project would be subject to the City's General Plan policies, City's Design Guidelines, FPASP Community Design Guidelines, and City Municipal Code requirements that address design compatibility and visual character. However, similar to the findings of the FPASP EIR/EIS future development under the project would substantially change the existing visual character and quality of public views of the Folsom Plan Area from grasslands on rolling hills and narrow valley and oak woodlands to urban land uses. Therefore, the project would not result in a new or substantially more severe impact than were addressed in the General Plan EIR. Project impacts would remain **significant and unavoidable**, consistent with the conclusion in the General Plan EIR.

Impact AES-1 of the General Plan EIR evaluated whether implementation of the 2035 General Pan EIR would cause an adverse effect on a scenic vista or substantially degrade the scenic character. This impact was determined to be significant and unavoidable with no feasible mitigation available beyond compliance with the General Plan policies (NCR 2.1.2 and 5.1.6), adopted FPSAP Mitigation Measures 3A.1-1 and 3A.1-4, and adopted Russell Ranch Mitigation Measure 4.1-1. None of the proposed rezone sites in the Folsom Plan Area are located within the Russell Ranch Project boundary.

Implementation of the project would result in increased minimum density, and maximum FAR standards for the East Bidwell Mixed Use Overlay Zone and establish a new TOD zoning designation for the areas surrounding Iron Point and Glenn Stations. Future development would have a building height limit of 50 feet (35 feet near single family residential and 60 feet for corner elements only) in the East Bidwell Mixed Used Overlay Zone and a building height limit of 60 feet (70 feet for corner elements only) in the new TOD zone. The project would also include amendments to the FPASP to increase residential development on the proposed rezone sites within the Folsom Plan Area. As summarized in Chapter 2, "Project Description," the project would result in a new housing capacity of 4,164 units in the East Bidwell Mixed Use Overlay Zone and the TOD overlay areas in Iron Point and Glenn Stations. Approximately an additional 1,882 housing units would be added to the proposed rezone sites within the Folsom Plan Area. Approximately 251,266 square feet of non-residential development capacity would be reduced within the Folsom Plan Area to account for the increased residential development. Development would occur in the same footprint as analyzed in the General Plan EIR. Implementation of the project would result in the development of higher density residential uses on currently vacant or underutilized parcels within the city that are currently and/or are planned for urban land uses.

Although the project would intensify development and increase building height limits in the East Bidwell Mixed Use Overlay Zone and the new TOD zone, new urban infill generally improves visual quality by developing vacant, underutilized, or aging properties. Future development in the East Bidwell Mixed Use Overlay Zone and the new TOD zone under the project would be infill development intended to increase the visual quality of the affected areas, create a more unified visual experience, and fill in vacant and undesirable visual areas with attractive new development. Future development in the East Bidwell Mixed Use Overlay Zone and the new TOD zone would be regulated by the City's Municipal Code Chapter 17.06 (Design Review) and City of Folsom Multifamily Design Guidelines to ensure design compatibility with surrounding development. Chapter 17.23 of the Municipal Code requires consideration of public views in design details within the mixed-use zones in the city. Chapter 17.59.040 of the Municipal Code regulates the appearance and lighting of signs that are visible from a City-designed scenic corridors as described in Section 3.1.2, "Environmental Setting." Therefore, the views from neighboring areas would be similar to what was previously analyzed in the General Plan EIR.

Sites 11, 15, and 16 in the Folsom Plan Area are currently visible from the portion of Scott Road designed as a County scenic corridor. However, the views would be screened by surrounding development associated with buildout of the FPASP. Following the buildout of the FPASP, Sites 11, 15, and 16 would contain a view of housing development and landscaping consistent with the proposed development associated with the FPASP. In addition, future development within the Folsom Plan Area would be subject to the City's Municipal Code Chapter 17.06 (Design Review), City of Folsom Multifamily Design Guidelines, and FPASP Community Design Guidelines to ensure design compatibility with surrounding development. Development in the Folsom Plan Area would be required to implement FPASP Mitigation Measures 3A.1-1 and 3A.1-4 to minimize impacts related to visual degradation by maintaining a landscaped corridor adjacent to Highway 50 and locating construction staging areas and material away from sensitive land uses. While uses may intensify within the Folsom Plan Area, only in the Town Center Overlay Zone would the height restrictions increase from a maximum of 50 feet to a maximum of 60 feet with allowances for up to 70 feet for architectural features such as corner elements.

Development as part of the project would be subject to General Plan Land Use and Natural and Cultural Resources policies listed in Section 3.1.1, "Regulatory Setting," related to aesthetics. Views of the existing conditions include trees along the property lines, scattered trees, and landscape medians as described in Section 3.1.2, "Environmental Setting." Areas with existing trees are subject to the tree preservation and protection requirements under the City's Municipal Code Chapter 12.16 (Tree Preservation). The Folsom Plan Area currently includes new residential and commercial development as well as undeveloped areas of grassland on rolling hills and narrow valleys and oak woodlands. Implementation of the FPASP has resulted in development that has changed the existing grassland and oak woodlands to urban land uses. Similar changes to the natural landscape were, assumed in the FPASP EIR/EIS. Development in the Folsom Plan Area, as assumed in the FPASP EIR/EIS, has already degraded the existing visual character and the quality of the public views of the Folsom Plan Area. Development within the Folsom Plan Area as part of the project would be required to implement the FPASP EIR/EIS Mitigation Measures 3A.1-1 and 3A.1-4 to reduce impacts to scenic vistas. Additionally, development as part of the project within the Folsom Plan Area would be subject to FPASP requirements to maintain 30 percent open space to preserve existing scenic qualities. There is no

new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR. Therefore, this impact would remain **significant and unavoidable**.

Mitigation Measures

The following mitigation measures from the FPASP EIR/EIS are applicable for rezone sites located within the Folsom Plan Area:

- **Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50.** The project applicant(s) for any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the FPASP, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.
- **Mitigation Measure 3A.1-4: Screen Construction Staging Areas.** The project applicant(s) for any particular discretionary development applicant shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans and building permits for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.

Significance after Mitigation

No additional mitigation is feasible for this impact beyond FPSAP Mitigation Measures 3A.1-1 and 3A.1-4. Impacts would remain **significant and unavoidable**, similar to the findings of the General Plan EIR. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR.

Impact 3.1-3: Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality

Future development associated with the project would be subject to the City's Municipal Code Chapters 17.06 and 17.23, City of Folsom Multifamily Design Guidelines, and FPASP Community Design Guidelines to address design compatibility with surrounding development. Additionally, development under the project would be subject to Chapter 17.59.040 of the City's Municipal Code to address the appearance and lighting of signs that are visible from a City-designed scenic corridors. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality. The project would not result in a new or substantially more severe impact than were addressed in the General Plan EIR. Project impacts would be **less than significant**.

The impact related to conflict with applicable zoning and other regulations governing scenic quality is not specifically addressed in the General Plan EIR. Tables 6-1 through 6-3 of the General Plan EIR listed all regulatory requirements related to scenic resources protection. The General Plan EIR assumed that development associated with the General Plan would comply with the regulatory requirements listed in Tables 6-1 through 6-3, including the City's Municipal Code, applicable design guidelines, FPASP EIR/EIS mitigation measures, and General Plan goals and policies. As discussed in Impact 3.1-2 above, the project would be subject to the General Land Use and Natural and Cultural Resources policies related to aesthetics as listed in Section 3.1.1, "Regulatory Setting." In addition, future development associated with the project would be subject to the following regulations related to aesthetics:

- City's Municipal Code Chapter 17.06 (Design Review): Establishes procedures and provides regulations for the design review process for development within the city.
- City's Municipal Code Chapter 17.23 (MU, Mixed Use Zones): Provides design standards for mixed-use zones within the city.
- City's Municipal Code Chapter 17.59.040 (Sign Regulations): Provides regulations for the placement of signage in scenic corridors within the city.
- Multifamily Design Guidelines: Provides design standards for multifamily development that include landscaping and architectural design standards.
- FPASP Community Design Guidelines: Provides design guidelines for the Folsom Plan Area streets, signature corridors, and landscape corridors.

Although the project would result in increased height limits in the East Bidwell Mixed Used Overlay Zone, the new TOD zone, and the Town Center Overlay Zone, future development would improve the visual quality and experience of the affected areas by developing vacant and underutilized parcels within existing development patterns in the city. The proposed height limits would be consistent with the General Plan Policy LU 3.1.4 to encourage development and redevelopment of higher-density mixed-use within districts and along corridors to be compatible with adjacent land uses, particularly residential uses.

Because future development associated with the project would be subject to the above regulations, the project would not conflict with applicable zoning and other regulations governing scenic quality. The project would not result in a new or substantially more severe impact than were addressed in the General Plan EIR. Project impacts would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.1-4: Create a New Source of Substantial Light or Glare

The General Plan EIR determined that implementation of the General Plan would create a new source of substantial light or glare that would adversely affect day or nighttime views and the impact would be significant and unavoidable. Future development associated with the project would result in light and glare impacts similar to those anticipated for the planned urban land uses as part of the General Plan. The project would be subject to the City's General Plan policies, Municipal Code, and applicable design guidelines that address lighting and glare. In addition, the location, design, and the intensity of exterior lighting of future projects would be reviewed by the City during the design review process to ensure that effects of light and glare would be addressed. Development of the Folsom Plan Area south of Highway 50 has resulted in and is creating additional sources of light and glare, which were evaluated in the FPASP EIR/EIS. Since this project does not increase the footprint of development beyond that in the FPASP no new sources of light and glare would be created apart from the building height increase in the Town Center Overlay Zone. Therefore, the project would not result in a new or substantially more severe impact than were addressed in the General Plan EIR. Project impacts would remain **significant and unavoidable**, consistent with the conclusion in the General Plan EIR.

Impact AES-3 of the General Plan EIR evaluated whether implementation of the 2035 General Pan EIR would introduce a new source of light or glare that would adversely affect day or nighttime views. This impact was determined to be significant and unavoidable even with implementation of the proposed General Plan Policy NCR 2.1.3 and Implementation Program NCR-6, and adopted FPASP Mitigation Measure 3A.1-5.

The project would result in increased residential densities in East Bidwell Mixed Use Overlay Zone, the new Glenn Station TOD overlay area, and the new Iron Point Station TOD overlay area north of Highway 50. Areas north of Highway 50 are currently developed with a variety of urban land uses and supporting infrastructure. The proposed rezone to areas north of Highway 50 would be considered infill development in areas with existing lighting. The

project would also include amendments to the FPASP to increase residential densities on the proposed rezone sites and increase densities and height in the Town Center Overlay Zone within the Folsom Plan Area. The Folsom Plan Area currently contains a mix of developed and undeveloped vacant land and is a comprehensively planned community that proposes a mix of residential, commercial, employment, and public land uses. The proposed residential density increase for the rezone sites in the Folsom Plan Area would increase the intensity of the planned land uses. As a result, the project would result in increased residential development in the Folsom Plan Area. Although no specific development projects have yet been proposed as part of the project within the Folsom Plan Area, future development associated with the project would result in a larger concentration of development.

Future development would increase the amount of light and glare through the installation of exterior lighting and reflective window glazing within the project planning area similar to the conditions anticipated for the planned urban land uses for the City under the General Plan. Consistent with the General Plan EIR, compliance with California Building Code building standards, which require minimizing light pollution and nighttime glare; the City's Municipal Code Chapter 17.59.040 (Signage in Scenic Corridors), which identifies designated scenic corridors within the city and includes special provisions for the placement and lighting of signage in scenic corridors; the City's Municipal Code Chapter 17.23 (MU, Mixed Use Zones), which provides design standards for mixed-use zones, including lighting;; lighting recommendations contained in the City's Multifamily Development Design Guidelines and the FPASP Community Design Guidelines; General Plan Policy NCR 2.1.3, which require lighting to be directed downward to minimize overspill and glare onto adjacent properties and reduce vertical glares; and, General Plan Implementation Program NCR-6, which requires shielding or screening lighting fixtures, prohibiting the use of unusually high intensity light fixtures, and using appropriate building materials (e.g., low-glare glass, low-glare building glaze, and neutral, earth-toned colored paint and roofing materials), would reduce and minimize light and glare impacts. Any future development in the Folsom Plan Area would be required to implement FPASP Mitigation Measure 3A.1-5 to reduce significant impacts associated with new sources of light and glare through compliance with lighting standards and implementation of a lighting plan. In addition, Chapter 17.06 (Design Review) of the City's Municipal Code requires submittal of site plans (e.g., lighting, architectural, and landscaping plans) for design review approval. The design review process for future development as part of the project would ensure that the location, design, intensity of all exterior lighting, and use of low-glare building material would reduce effects to day or nighttime views due to new sources of substantial light and glare in the area. However, even with compliance with General Plan policies, FPASP mitigation, and the FMC additional lighting and glare from implementation of project buildout would remain significant. There is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR. Thus, this impact would remain **significant and unavoidable**.

Mitigation Measures

FPASP Mitigation Measure 3A.1-5 is applicable to rezone sites and sites with increased density located within the Folsom Plan Area.

- **Mitigation Measure 3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.** To reduce impacts associated with light and glare, the City shall:
  - Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.
  - Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.

  To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:
  - Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.

- Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.
- For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.
- 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.
- Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Plan Area Specific Plan area.. Lighting fixtures shall be architecturally consistent with the overall site design.
- Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards.
- Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.
- Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards.

A lighting plan for all on- and off-site elements within each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) of all project phases shall implement the approved lighting plan.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).

Significance after Mitigation

No mitigation measures are available beyond mitigation listed above, compliance with policies listed under Impact 3.1-3, state regulations, and the FMC. Impacts would be **significant and unavailable**, consistent with the conclusion in the General Plan EIR. There is no new significant light and glare effect, and the impact is not more severe than the impact identified in the General Plan EIR.

3.2 AIR QUALITY

This section includes a discussion of existing air quality conditions, a summary of applicable regulations, and an analysis of potential construction and operational air quality impacts caused by proposed project. Mitigation is developed as necessary to reduce significant air quality impacts to the extent feasible.

The City of Folsom Public Works Department submitted a comment in response to the notice of preparation (NOP). The letter included recommendations for the air quality analysis. Specifically, the comment letter recommended that the "roundabout first" policy to be added to the General Plan be considered when evaluating potential impacts. Roundabouts are discussed in Impact 3.2-4. No other NOP comments related to air quality were received.

3.2.1 Regulatory Setting

Air quality in the project planning area is regulated through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the air basins are discussed below.

FEDERAL

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA's air quality mandates draw primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments were made by Congress in 1990. EPA's air quality efforts address both criteria air pollutants (CAPs) and hazardous air pollutants (HAPs). EPA regulations concerning CAPs and HAPs are presented in greater detail below.

Criteria Air Pollutants

The CAA required EPA to establish national ambient air quality standards (NAAQS) for six common air pollutants found all over the U.S. referred to as criteria air pollutants (CAPs). EPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter with aerodynamic diameter of 10 micrometers or less (PM_{10}) and fine particulate matter with aerodynamic diameter of 2.5 micrometers or less ($PM_{2.5}$), and lead. The NAAQS are shown in Table 3.2-1. The primary standards protect public health and the secondary standards protect public welfare. The CAA also required each state to prepare a State Implementation Plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 (CAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. California's SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. EPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and whether implementation will achieve air quality goals. If EPA determines a SIP to be inadequate, EPA may prepare a federal implementation plan that imposes additional control measures. If an approvable SIP is not submitted or implemented within the mandated time frame, sanctions may be applied to transportation funding and stationary air pollution sources in the air basin.

Hazardous Air Pollutants and Toxic Air Contaminants

Toxic air contaminants (TACs), or in federal parlance, hazardous air pollutants (HAPs), are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

Table 3.2-1 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California (CAAQS)[a,b]	National (NAAQS)[c] Primary[b,d]	National (NAAQS)[c] Secondary[b,e]
Ozone	1-hour	0.09 ppm (180 µg/m^3)	–	Same as primary standard
	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (147 µg/m^3)	Same as primary standard
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	Same as primary standard
	8-hour	9 ppm[f] (10 mg/m^3)	9 ppm (10 mg/m^3)	Same as primary standard
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	53 ppb (100 µg/m^3)	Same as primary standard
	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	—
Sulfur dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	—	—
	3-hour	—	—	0.5 ppm (1300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—
Respirable particulate matter (PM_{10})	Annual arithmetic mean	20 µg/m^3	—	Same as primary standard
	24-hour	50 µg/m^3	150 µg/m^3	Same as primary standard
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	12.0 µg/m^3	15.0 µg/m^3
	24-hour	—	35 µg/m^3	Same as primary standard
Lead [f]	Calendar quarter	—	1.5 µg/m^3	Same as primary standard
	30-Day average	1.5 µg/m^3	—	—
	Rolling 3-Month Average	–	0.15 µg/m^3	Same as primary standard
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m^3)	No national standards	
Sulfates	24-hour	25 µg/m^3		
Vinyl chloride [f]	24-hour	0.01 ppm (26 µg/m^3)		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km		

Notes: µg/m^3 = micrograms per cubic meter; km = kilometers; ppb = parts per billion; ppm = parts per million.

a California standards for ozone, carbon monoxide, SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

b Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

c National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over three years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. The $PM_{2.5}$ 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency for further clarification and current federal policies.

d National primary standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

e National secondary standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

f The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: CARB 2016.

A wide range of sources, from industrial plants to motor vehicles, emit TACs. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; or short-term acute affects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

For evaluation purposes, TACs are separated into carcinogens and non-carcinogens based on the nature of the physiological effects associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur. This contrasts with criteria air pollutants for which acceptable levels of exposure can be determined and for which the ambient standards have been established (Table 3.2-1). Cancer risk from TACs is expressed as excess cancer cases per one million exposed individuals, typically over a lifetime of exposure.

EPA regulates HAPs through its National Emission Standards for Hazardous Air Pollutants. The standards for a particular source category require the maximum degree of emission reduction that the EPA determines to be achievable, which is known as the Maximum Achievable Control Technology—MACT standards. These standards are authorized by Section 112 of the 1970 Clean Air Act and the regulations are published in 40 CFR Parts 61 and 63.

EPA and, in California, California Air Resources Board (CARB) regulate HAPs and TACs, respectively, through statutes and regulations that generally require the use of the maximum available control technology or best available control technology for air toxics to limit emissions.

STATE

CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1989, required CARB to establish California ambient air quality standards (CAAQS) (Table 3.2-1).

Criteria Air Pollutants

CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS. Differences in the standards are generally explained by the health effects studies considered during the standard-setting process and the interpretation of the studies. In addition, the CAAQS incorporate a margin of safety to protect sensitive individuals.

The CCAA requires that all local air districts in the state endeavor to attain and maintain the CAAQS by the earliest date practical. The CCAA specifies that local air districts should focus particular attention on reducing the emissions from transportation and area-wide emission sources. The CCAA also provides air districts with the authority to regulate indirect sources.

Toxic Air Contaminants

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807, Chapter 1047, Statutes of 1983) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588, Chapter 1252, Statutes of 1987). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. Research, public participation, and scientific peer review are required before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted EPA's list of HAPs as TACs. Most recently, particulate matter (PM) exhaust from diesel engines (diesel PM) was added to CARB's list of TACs.

After a TAC is identified, CARB then adopts an airborne toxics control measure for sources that emit that particular TAC. If a safe threshold exists for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If no safe threshold exists, the measure must incorporate best available control technology for toxics to minimize emissions.

The Hot Spots Act requires that existing facilities that emit toxic substances above a specified level prepare an inventory of toxic emissions, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB has adopted diesel exhaust control measures and more stringent emissions standards for various transportation-related mobile sources of emissions, including transit buses, and off-road diesel equipment (e.g., tractors, generators). Over time, the replacement of older vehicles will result in a vehicle fleet that produces substantially lower levels of TACs than under current conditions. Mobile-source emissions of TACs (e.g., benzene, 1-3-butadiene, diesel PM) have been reduced significantly over the last decade and will be reduced further in California through a progression of regulatory measures (e.g., Low Emission Vehicle/Clean Fuels and Phase II reformulated gasoline regulations) and control technologies. With implementation of CARB's Risk Reduction Plan and other regulatory programs, it is estimated that by 2035, emissions of diesel PM will be less than half of those in 2010 (CARB 2023). CARB's 2022 Advanced Clean Fleets regulation will also lead to reduction in diesel PM through the transition of medium- and heavy-duty trucks to become fully electric by 2045. Adopted regulations are also expected to continue to reduce formaldehyde emissions emitted by cars and light-duty trucks. As emissions are reduced, it is expected that risks associated with exposure to the emissions will also be reduced.

LOCAL

Sacramento Metropolitan Air Quality Management District

Criteria Air Pollutants

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the primary agency responsible for planning to meet NAAQS and CAAQS in Sacramento County. SMAQMD works with other local air districts in the Sacramento region to maintain the region's portion of the SIP for ozone. The SIP is a compilation of plans and regulations that govern how the region and State will comply with the CAA requirements to attain and maintain the NAAQS for ozone. The Sacramento Region has been designated as a "moderate" 2015 8-hour ozone nonattainment area with an extended attainment deadline of June 15, 2019 (EPA 2020). The 2018 Sacramento Regional 2008 8-Hour Ozone Attainment and Further Reasonable Progress Plan was approved by CARB on November 16, 2017. The previous 2013 Update to the 8-Hour Ozone Attainment and Reasonable Further Progress Plan was approved and promulgated by EPA for the 1997 8-Hour Ozone Standard. EPA has not released a notice of approval and promulgation of the 2017 SIP (CARB 2017). At a public meeting held on October 26, 2023, CARB approved the 2023 Sacramento Regional Plan for the 2015 70-ppb 8-Hour Ozone Standard (2023 Plan). The 2023 Plan was prepared by the five local air districts of the Sacramento Federal Non-attainment Area (Sacramento Region, or SFNA), with the support of CARB.

SMAQMD has developed a set of guidelines for use by lead agencies when preparing environmental documents. The guidelines contain thresholds of significance for criteria pollutants and TACs, and also make recommendations for conducting air quality analyses. After SMAQMD guidelines have been consulted and the air quality impacts of a project have been assessed, the lead agency's analysis undergoes a review by SMAQMD. SMAQMD submits comments and suggestions to the lead agency for incorporation into the environmental document.

All projects are subject to adopted SMAQMD rules and regulations in effect at the time of construction. Specific rules relevant to the construction of future development under the project may include the following:

- Rule 201: General Permit Requirements. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may be required to obtain permit(s) from SMAQMD before equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact SMAQMD early to determine whether a permit is required, and to begin the permit application process. Portable construction equipment (e.g., generators, compressors, pile drivers, lighting equipment) with an internal combustion engine greater than 50 horsepower must have a SMAQMD permit or CARB portable equipment registration.
- Rule 402: Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause or have natural tendency to cause injury or damage to business or property.

- Rule 403: Fugitive Dust. The developer or contractor is required to control dust emissions from earthmoving activities or any other construction activity to prevent airborne dust from leaving the project site. Fugitive dust controls include the following:
  - Water all exposed surfaces two times daily.
  - Cover or maintain at least two feet of free board on haul trucks transporting soil, sand, or other loose material on the site.
  - Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day.
  - Limit vehicle speeds on unpaved roads to 15 miles per hour.
  - All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
  - Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes.
  - Maintain all construction equipment in proper working condition according to manufacturer's specifications.
- Rule 442: Architectural Coatings. The purpose of this rule is to limit the emissions of volatile organic compounds from the use of architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within Sacramento County.

In addition, if modeled construction-generated emissions for a project are not reduced to levels below SMAQMD's mass emission threshold (of 85 pounds per day [lb/day] for nitrogen oxide [NO_X], 80 lb/day or 13.2 tons per year (tpy) for PM_{10}, and 82 lb/day or 15 tpy for $PM_{2.5}$) after SMAQMD's standard fugitive dust construction mitigation is applied, then SMAQMD requires an offsite construction mitigation fee to purchase offsite emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies (SMAQMD 2019).

As discussed in greater detail under, "Thresholds of Significance," and "Methodology," the Thresholds of Significance have been developed in consideration of long-term regional air quality planning. Projects that are found to emit emissions in exceedance of these bright-line thresholds would generate a cumulatively considerable contribution of regional air pollution which could obstruct the region's attainment of the NAAQS and/or CAAQS or cause a localized exceedance of these concentration-based standards within the Sacramento Valley Air Basin (SVAB). Conversely, projects that emit levels of air pollution below these thresholds would not affect the SVAB's ability to attain the NAAQs and/or CAAQS.

Also discussed in greater detail under, "Methodology," SMAQMD has released several versions of guidance in response to the California Supreme Court Case *Sierra Club v. County of Fresno* (2018) 6 Cal.App.5th 503 (herein referred to as the Friant Ranch Decision). The Final Guidance, released in October 2020, is discussed in greater detail under, "Methodology."

Toxic Air Contaminants

At the local level, air districts may adopt and enforce CARB control measures for TACs. Under SMAQMD Rule 201 ("General Permit Requirements"), Rule 202 ("New Source Review"), and Rule 207 ("Federal Operating Permit"), all sources that possess the potential to emit TACs are required to obtain permits from SMAQMD. Permits may be granted to these operations if they are constructed and operated in accordance with applicable regulations, including New Source Review standards and air toxics control measures. SMAQMD limits emissions and public exposure to TACs through a number of programs. SMAQMD prioritizes TAC-emitting stationary sources based on the quantity and toxicity of the TAC emissions and the proximity of the facilities to sensitive receptors. Sensitive receptors are people, or facilities that generally house people (e.g., schools, hospitals, residences), that may experience adverse effects from unhealthful concentrations of air pollutants. Notably, as the project is characterized as a residential rezoning project, the project does not entail the construction or operation of stationary sources of TACs.

Odors

Although offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable stress among the public and often generating citizen complaints to local governments and SMAQMD. SMAQMD's Rule 402 ("Nuisance") regulates odors.

Folsom General Plan

Relevant policies from the 2035 Folsom General Plan (Folsom 2021) related to air quality are listed below:

- **Policy NCR 3.1.1 Regional Cooperation:** Coordinate with surrounding jurisdictions, the Sacramento Metropolitan Air Quality Management District (SMAQMD), the California Air Resources Board (ARB), CALTRANS, and the U.S. Environmental Protection Agency toward the development of a consistent and effective approach to the regional air pollution problem.
- **Policy NCR 3.1.2 Coordinate on Review of Air Quality Impacts**: Coordinate with ARB and SMAQMD to use consistent and accurate procedures in the review of projects which may have air quality impacts. Comments on the analysis shall be solicited from SMAQMD and ARB.
- **Policy NCR 3.1.3 Reduce Vehicle Miles Traveled**: Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit.
- **Policy NCR 3.1.4 Maintain Ambient Air Quality Standards**: Work with the California Air Resources Board (ARB) and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to meet State and National ambient air quality standards in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution.
- **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 minimum of 15 percent reduction in emissions when compared to an "unmitigated baseline" project.
- **Policy NCR 3.1.6 Sensitive Uses**: Coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants and odors, and 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 and odors.
- **Policy NCR 3.2.3 Greenhouse Gas Reduction in New Development**: Reduce greenhouse gas emissions from new development by encouraging development that lowers vehicle miles traveled (VMT), and discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions while maintaining the balance of housing types Folsom is known for.
- **Policy NCR 3.2.6 Coordination with SMAQMD**: Coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution from both construction and operations, if not already provided for through project design.
- **Policy NCR 3.2.7 Preference for Reduced-Emission Equipment**: Require contractors to use reduced-emission equipment for City construction projects and contracts for services.
- **Policy LU 1.1.13 Sustainable Building Practices**: Promote and, where appropriate, require sustainable building practices 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.
- **Policy LU 1.1.14 Promote Resiliency**: Continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations, as well as upstream, neighboring, and regional groups to effectively partner

on and promote the issues relating to air quality, renewable energy systems, sustainable land use, adaptation, and the reduction of greenhouse gas (GHG) emissions.

- Policy LU 6.1.3 Efficiency Through Density: Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.
- Policy M 4.2.4: Electric Vehicle Charging Stations: Encourage the installation of electric vehicle charging stations in parking spaces throughout the city, prioritizing installations at multi-family residential units.
- Policy M 6.1.3 Support Zero- and Low-Emission Vehicle Adoption: The City shall continue to support rapid adoption of zero-e0missions and low-emission vehicles by:
  - installing public charging stations at City facilities,
  - streamlining the permit-process for private electric vehicle charging stations (including home charging stations), and
  - developing guidelines and standards for dedicated and preferential parking for zero and low-emissions vehicles (including charging stations for plug-in electric vehicles, where necessary).

3.2.2 Environmental Setting

The project planning area is located in the Sacramento Valley Air Basin (SVAB). The SVAB includes all of Sacramento, Yolo, Yuba, Sutter, Colusa, Glenn, Butte, Tehama, and Shasta counties and parts of Solano and Placer counties. The ambient concentrations of air pollutant emissions are determined by the amount of emissions released by the sources of air pollutants and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources, as discussed separately below.

CLIMATE, METEOROLOGY, AND TOPOGRAPHY

The SVAB is a relatively flat area bordered by the north Coast Ranges to the west and the northern Sierra Nevada to the east. Air flows into the SVAB through the Carquinez Strait, the only breach in the western mountain barrier, and moves across the Sacramento River–San Joaquin River Delta (Delta) from the San Francisco Bay area.

The Mediterranean climate type of the SVAB is characterized by hot, dry summers and cool, rainy winters. During the summer, daily temperatures range from 50 degrees Fahrenheit (°F) to more than 100°F. The inland location and surrounding mountains shelter the area from much of the ocean breezes that keep the coastal regions moderate in temperature. Most precipitation in the area results from air masses that move in from the Pacific Ocean, usually from the west or northwest, during the winter months. More than half the total annual precipitation falls during the winter rainy season (November through February); the average winter temperature is a moderate 49°F. Also characteristic of SVAB winters are periods of dense and persistent low-level fog, which are most prevalent between storms. The prevailing winds are moderate in speed and vary from moisture-laden breezes from the south to dry land flows from the north.

The mountains surrounding the SVAB create a barrier to airflow, which leads to the entrapment of air pollutants when meteorological conditions are unfavorable for transport and dilution. The highest frequency of poor air movement occurs in the fall and winter when high-pressure cells are often present over the SVAB. The lack of surface wind during these periods, combined with the reduced vertical flow caused by a decline in surface heating, reduces the influx of air and leads to the concentration of air pollutants under stable metrological conditions. Surface concentrations of air pollutant emissions are highest when these conditions occur in combination with agricultural burning activities or with temperature inversions, which hamper dispersion by creating a ceiling over the area and trapping air pollutants near the ground.

May through October is ozone season in the SVAB. This period is characterized by poor air movement in the mornings with the arrival of the delta sea breeze from the southwest in the afternoons. In addition, longer daylight hours provide a plentiful amount of sunlight to fuel photochemical reactions between reactive organic gases (ROG) and NO_X, which result in ozone formation. Typically, the Delta breeze transports air pollutants northward out of the SVAB; however, a phenomenon known as the Schultz Eddy prevents this from occurring during approximately half of the time from July to September. The Schultz Eddy phenomenon causes the wind to shift southward and blow air pollutants back into the SVAB. This phenomenon exacerbates the concentration of air pollutant emissions in the area and contributes to the area violating the ambient air quality standards.

The local meteorology of the project planning area is represented by measurements recorded at the Western Regional Climate Center (WRCC) Auburn Station. The normal annual precipitation is approximately 34.4 inches. January temperatures range from a normal minimum of 36.6°F to a normal maximum of 54.0°F. July temperatures range from a normal minimum of 61.8°F to a normal maximum of 92.5°F (WRCC 2016). The prevailing wind direction is from the south (WRCC 2002).

CRITERIA AIR POLLUTANTS

Concentrations of criteria air pollutants are used to indicate the quality of the ambient air. A brief description of key criteria air pollutants in the SVAB is provided below. Emission source types and health effects are summarized in Table 3.2-2. Sacramento County's attainment status for the CAAQS and the NAAQS are shown in Table 3.2-3.

Table 3.2-2 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	headache, dizziness, fatigue, nausea, vomiting, death	permanent heart and brain damage
Nitrogen dioxide (NO_2)	combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO_2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and ROG	breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	alterations to the immune system, carcinogenesis
Lead	metal processing	reproductive/ developmental effects (fetuses and children)	numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases.

[1] "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.

[2] "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Sources: EPA 2016.

Table 3.2-3 Attainment Status Designations for Sacramento County

Pollutant	National Ambient Air Quality Standard	California Ambient Air Quality Standard
Ozone	Attainment (1-hour)[1]	Nonattainment (1-hour) Classification-Serious[2]
	Nonattainment (8-hour)[3] Classification=Serious	Nonattainment (8-hour)
Respirable particulate matter (PM_{10})	Attainment (24-hour)	Nonattainment (24-hour)
		Nonattainment (Annual)
Fine particulate matter ($PM_{2.5}$)	Nonattainment (24-hour)	(No State Standard for 24-Hour)
	Attainment (Annual)	Attainment (Annual)
Carbon monoxide (CO)	Attainment (1-hour)	Attainment (1-hour)
	Attainment (8-hour)	Attainment (8-hour)
Nitrogen dioxide (NO_2)	Unclassified/Attainment (1-hour)	Attainment (1-hour)
	Unclassified/Attainment (Annual)	Attainment (Annual)
Sulfur dioxide (SO_2)	(Attainment Pending) (1-Hour)	Attainment (1-hour)
		Attainment (24-hour)
Lead (particulate)	Attainment (3-month rolling avg.)	Attainment (30-day average)
Hydrogen sulfide	No Federal Standard	Unclassified (1-hour)
Sulfates		Attainment (24-hour)
Visibly reducing particles		Unclassified (8-hour)
Vinyl chloride		Unclassified (24-hour)

[1] Air Quality meets federal 1-hour Ozone standard (77 FR 64036). EPA revoked this standard, but some associated requirements still apply. SMAQMD attained the standard in 2009. SMAQMD has requested EPA recognize attainment to fulfill the requirements.

[2] Per Health and Safety Code Section 40921.5(c), the classification is based on 1989–1991 data, and therefore does not change.

[3] 2015 Standard.

Source: CARB 2019.

Ozone

Ozone is a photochemical oxidant (a substance whose oxygen combines chemically with another substance in the presence of sunlight) and the primary component of smog. Ozone is not directly emitted into the air but is formed through complex chemical reactions between precursor emissions of ROG and NO_X in the presence of sunlight. ROG are volatile organic compounds that are photochemically reactive. ROG emissions result primarily from incomplete combustion and the evaporation of chemical solvents and fuels. NO_X are a group of gaseous compounds of nitrogen and oxygen that result from the combustion of fuels.

Emissions of the ozone precursors ROG and NO_X have decreased over the past several years because of more stringent motor vehicle standards and cleaner burning fuels. Emissions of ROG and NO_X decreased from 2000 to 2010 and are projected to continue decreasing from 2010 to 2035 (CARB 2013).

Nitrogen Dioxide

NO_2 is a brownish, highly reactive gas that is present in all urban environments. The major human-made sources of NO_2 are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form NO_2. The combined emissions of NO and NO_2 are referred to as NO_X and are reported as equivalent NO_2. Because NO_2 is formed and depleted by reactions associated with photochemical smog (ozone), the NO_2 concentration in a particular geographical area may not be representative of the local sources of NO_X emissions (EPA 2012).

Particulate Matter

Respirable particulate matter with an aerodynamic diameter of 10 micrometers or less is referred to as PM_{10}. PM_{10} consists of particulate matter emitted directly into the air, such as fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires and natural windblown dust, and particulate matter formed in the atmosphere by reaction of gaseous precursors (CARB 2013). Fine particulate matter ($PM_{2.5}$) includes a subgroup of smaller particles that have an aerodynamic diameter of 2.5 micrometers or less. PM_{10} emissions in the SVAB are dominated by emissions from area sources, primarily fugitive dust from vehicle travel on unpaved and paved roads, farming operations, construction and demolition, and particles from residential fuel combustion. Direct emissions of PM_{10} are projected to remain relatively constant through 2035. Direct emissions of $PM_{2.5}$ have steadily declined in the SVAB between 2000 and 2010 and then are projected to increase very slightly through 2035. Emissions of $PM_{2.5}$ in the SVAB are dominated by the same sources as emissions of PM_{10} (CARB 2013).

TOXIC AIR CONTAMINANTS

According to the 2013 Edition of the California Almanac of Emissions and Air Quality, health risks from TACs can largely be attributed to relatively few compounds, the most important being diesel PM (CARB 2013:5-2 to 5-4). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. Unlike the other TACs, no ambient monitoring data are available for diesel PM because no routine measurement method currently exists. The TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene. Diesel PM poses the greatest health risk among the 10 TACs mentioned. Overall, Statewide emissions of diesel PM are forecasted to decline by 71 percent between 2000 and 2035 (CARB 2013: 3-8).

ODORS

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals can smell very minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; an odor that is offensive to one person may be perfectly acceptable to another (e.g., fast food restaurant). It is important to also note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor, and recognition only occurs with an alteration in the intensity.

Odor sources of concern include wastewater treatment plants, sanitary landfills, composting facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting operations, rendering plants, food packaging plants, and cannabis (SMAQMD 2016).

SENSITIVE RECEPTORS

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. Sensitive receptors near the project planning area include residences, parks and schools. In the East Bidwell Street Mixed Use Corridor, nearby sensitive receptors would include residences , Sutter and Folsom Middle Schools, and Lembi and Ed

Mitchell Park. In the Glenn and Iron Point Stations, sensitive receptors would include residences, Levy Park, and Natoma Station Elementary School. In Folsom Plan Area, nearby sensitive receptors would include residences, Alder Creek Elementary School, and open space on both sides of Oak Avenue Parkway.

3.2.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The analysis in this section is consistent with the recommendations of SMAQMD's Guide to Air Quality Assessment in Sacramento County (CEQA Guide) (SMAQMD 2021). To determine whether the project would result in a new significant impact or a substantially more severe impact with respect to construction- and operation-generated criteria air pollutants and ozone precursors, emissions for the project were estimated and compared to emissions from the 2035 General Plan EIR. This analysis presents the estimated emissions associated with construction and operations, then evaluates the difference between the project and the 2035 General Plan EIR to determine net new emissions from the project and whether the project would result in a new significant impact or a substantially more severe impact than what was identified in the 2035 General Plan EIR. The project proposes an increase in residential capacities throughout the city resulting in a decrease of commercial square footage.

While no site-specific housing development is proposed, construction emissions of criteria air pollutants and precursors associated with the project were calculated using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.20, as recommended by SMAQMD. Modeling was based on project-specific information where available, assumptions based on typical construction activities, and default values in CalEEMod that are based on the project's location and land use type. Construction for the residential units associated with the proposed General Plan and FPASP land uses amendments were assumed to occur over an approximately 12-year period commencing in 2024 and ending in 2035 at buildout of the General Plan with construction emissions presented in annual mass emissions by year.

Operational emissions of criteria air pollutants for the project and 2035 General Plan were estimated in CalEEMod for the year 2035. With respect to operational emissions, mobile source emissions were estimated using CalEEMod default generated VMT to provide a valid comparison between project and 2035 General Plan mobile emissions. CalEEMod defaults were used for energy and area assumptions. CalEEMod default energy values were amended to reflect compliance with the 2022 California Energy Code. Notably, the California Energy Code is updated triennially; therefore, residential and nonresidential buildings constructed throughout the lifespan of the project would likely be more energy efficient and emit less air pollution than is assumed in this analysis as the Title 24 California Building Code continues to decarbonize (i.e., transition to carbon-free sources of power) and become more energy efficient. Criteria air pollutant emissions for landscaping activity was derived using CalEEMod default values. Emissions estimates are presented in maximum daily values and compared to the applicable thresholds of significance and screening criteria (discussed in greater detail below under the heading, "Thresholds of Significance").

The net increase in criteria air pollutant (PM_{10} and $PM_{2.5}$) and ozone precursor (ROG and NO_X) emissions (i.e., pollutants for which the region is in nonattainment of ambient air quality standards) generated by the project was estimated based on predicted VMT and maximum development under the project associated the land use changes identified in Chapter 2, "Project Description," to address the largest extent of potential air quality impacts. The project's emissions are compared to SMAQMD's thresholds of significance. Specific model assumptions and inputs for these calculations can be found in Appendix B.

In accordance with SMAQMD guidance for plan-level CEQA analyses, the project was evaluated qualitatively for consistency with the most recently adopted air quality plan in the region and other relevant standards. Implementation of the project was compared to land uses of the 2035 General Plan with regards to project-generated VMT and whether implementation of the project would increase or decrease VMT per person within the project planning area. For this analysis, CalEEMod default VMT was used.

THRESHOLDS OF SIGNIFICANCE

An air quality impact would be significant if implementation of the project would do any of the following:

- conflict with or obstruct implementation of the applicable air quality plan;
- result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- expose sensitive receptors to substantial pollutant concentrations; or
- result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

For the project, the significance criteria used to evaluate project impacts on air quality under CEQA are based on Appendix G of the State CEQA Guidelines and thresholds of significance adopted by SMAQMD. SMAQMD's air quality thresholds of significance are tied to achieving or maintaining attainment designations with the NAAQS and CAAQS, which are scientifically substantiated, numerical concentrations of criteria air pollutants considered to be protective of human health. Implementing the project would have a significant impact related to air quality such that human health would be adversely affected if it would (SMAQMD 2021):

- cause construction-generated criteria air pollutant or precursor emissions to exceed the SMAQMD-recommended thresholds of 85 lb/day for NO_X, 80 lb/day and 14.6 tpy for PM_{10}, and 82 lb/day and 15 tpy for $PM_{2.5}$. In addition, all SMAQMD-recommended fugitive dust BMPs shall be implemented to minimize emissions of PM_{10} and $PM_{2.5}$; otherwise, the threshold for both PM_{10} and $PM_{2.5}$ is 0 lb/day; result in a net increase in long-term operational criteria air pollutant or precursor emissions that exceed the SMAQMD-recommended thresholds of 65 lb/day for ROG and NO_X, 80 lb/day or 13.2 tpy for PM_{10}, and 82 lb/day or 15 tpy for $PM_{2.5}$. In addition, all SMAQMD-recommended operational BMPs shall be implemented to minimize emissions of PM_{10} and $PM_{2.5}$; otherwise, the threshold for both PM_{10} and $PM_{2.5}$ is 0 lb/day;
- result in long-term operational local mobile-source CO emissions that would violate or contribute substantially to concentrations that exceed the 1-hour CAAQS of 20 parts per million (ppm) or the 8-hour CAAQS of 9 ppm;
- result in an incremental increase in cancer risk (i.e., the risk of contracting cancer) greater than 10 in one million at any off-site receptor and/or a noncarcinogenic hazard index of 1.0 or greater; or
- result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

ISSUES NOT DISCUSSED FURTHER

The project would result in increased residential capacity throughout the project planning area. Implementation of the project would not introduce new operational stationary sources of TACs, such as frequent deliveries by diesel trucks or regular use of diesel-fueled generators or other equipment. Therefore, the project would not expose sensitive receptors to substantial emissions of operational TACs. This impact is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.2-1: Increase in Construction-Related Emissions of Criteria Air Pollutants and Precursors associated with the Project

The General Plan EIR Impact AQ-1 concluded that compliance with the 2035 General Plan policies, CARB's construction exhaust standards, and SMAQMD's Rules and Regulations would ensure that construction emissions would be reduced to a less-than-significant level. The project would result in an increase of 6,046 additional residential units and a reduction of 251,266 square feet of commercial and industrial land uses in Folsom. The project would not generate construction emissions of any criteria air pollutants or precursors (ROG and NO_x), that would exceed SMAQMD's daily mass emissions thresholds of significance. Therefore, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR. Construction-related emissions of criteria air pollutants and ozone precursors would be **less than significant**.

Impact AQ-1 of the General Plan EIR stated that short-term construction emissions generated by buildout of the 2035 General Plan would be less-than-significant as a result of compliance with the 2035 General Plan policies, CARB's construction equipment exhaust standards, and SMAQMD's Rules and Regulations. However, the General Plan EIR concluded that some projects within the 2035 General Plan buildout could exceed SMAQMD's daily emission thresholds, even after implementation of the above measures. In such cases, the development of individual projects would be required to pay into the SMAQMD's construction mitigation fund to offset construction-generated emissions of NO_X and PM.

Although impacts from construction-related air pollutant emissions are temporary, such emissions can have a significant air quality impact. Construction activities, such as grading, excavation, building construction, and paving, can generate substantial amounts of air pollution. Emissions from construction equipment engines contribute to elevated concentrations of ROG, NO_X, PM_{10}, and $PM_{2.5}$.

Several pieces of diesel-powered heavy equipment would operate during construction of the project. Site preparation activity emissions have been estimated based on the maximum fleet recommended by SMAQMD. Exhaust and fugitive dust emissions would be generated by excavation and grading, construction vehicle traffic, wind blowing over exposed earth, construction workers traveling to and from the construction sites, heavy-duty construction equipment operation, and application of architectural coatings.

Dust from construction activities can cause impacts both locally and regionally. The dry climate of the area during summer, combined with regional fine and silty soils, creates a high potential for dust generation. Therefore, increased dust fall and locally elevated PM_{10} levels near the construction activity are anticipated. Depending on the weather, soil conditions, the amount of activity taking place at any one time, and the nature of dust control efforts, these impacts could affect existing land uses near the project planning area. See the discussion in the "Methodology" section and Appendix B for additional modeling information.

In addition to fugitive dust, implementation of the project would result in ROG, NO_X, PM_{10}, and $PM_{2.5}$ during construction. Table 3.2-4 summarizes the estimated average daily construction emissions by years compared to applicable SMAQMD's thresholds of significance.

Table 3.2-4 Maximum Emissions of Criteria Pollutants and Precursors Associated with Project Construction

Year	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)	PM_{10} (tpy)	$PM_{2.5}$ (tpy)
Maximum Daily Emissions						
2024	4	36	9	5	1	<1
2025	21	**64**	**50**	**12**	5	1
2026	19	59	50	12	6	2
2027	19	57	50	12	6	2
2028	17	52	50	12	6	2
2029	**29**	49	50	12	6	2
2030	29	46	50	12	6	2
2031	29	43	50	12	6	2
2032	29	41	50	12	6	2
2033	29	38	50	12	6	2
2034	29	36	50	12	4	1
2035	29	6	9	2	1	<1
SMAQMD Thresholds of Significance	None	65	0/80[1]	0/82[1]	0/14.6[1]	0/15[1]
Exceeds Thresholds of Significance?	N/A	No	Yes[1]	Yes[1]	No	No

Notes: lb/day = pounds per day; tpy = tons per year; ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; SMAQMD = Sacramento Metropolitan Air Quality Management District; N/A = not applicable.

[1] SMAQMD recommends using a 0 lb/day threshold of significance for evaluating construction-related emissions of PM_{10} and $PM_{2.5}$ before the implementation of best management practices. Following the implementation of best management practices and/or the best available control technology, construction emissions of PM_{10} are evaluated against a threshold of significance of 80 lb/day or 14.6 tpy, and $PM_{2.5}$ is evaluated against a threshold of significance of 82 lb/day or 15 tpy.

[2] Bold = year with highest max emissions for that pollutant.

Source: Modeling performed by Ascent Environmental in 2023.

As shown in Table 3.2-4, emissions of NO_X would not exceed SMAQMD's construction thresholds of significance. Because emissions of NO_X (a pollutant that contributes to the secondary formation of ozone) would be below SMAQMD's thresholds of significance, which are developed in consideration of long-term regional air quality planning, the project would not conflict with the *2023 Sacramento Regional Plan for the 2015 8-Hour Ozone Standard (2023)*.

Maximum construction emissions of PM_{10} and $PM_{2.5}$ were estimated to be 50 and 12 lb/day, respectively. Future development under the project would be required to adhere to Rule 403 overseen by SMAQMD, in accordance with General Plan Policy NCR 3.2.6. The following Basic Construction Emissions Control Practices would be applied to the project:

- Control fugitive dust as required by SMAQMD Rule 403 and enforced by SMAQMD staff.
- Water all exposed surfaces twice daily. Exposed surfaces include but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least 2 feet of freeboard space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would travel along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible track-out of mud or dirt from adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Complete all roadways, driveways, sidewalks, and parking lots to be paved as soon as possible. In addition, lay building pads as soon as possible after grading unless seeding or soil binders are used.
- Limit vehicle speeds on unpaved roads to 15 miles per hour.
- Minimize idling time, either by shutting equipment off when it is not in use or by reducing the time of idling to 5 minutes (required by 13 CCR Sections 2449[d][3] and 2485). Provide clear signage that posts this requirement for workers at the site entrances.
- Maintain all construction equipment in proper working condition according to the manufacturers' specifications. The equipment must undergo a one-time inspection by a certified mechanic and be determined to be running in proper condition before the start of construction activities.

Additionally, development within the FPASP would be subject to Mitigation Measures 3A.2-1a from the FPASP EIR/Environmental Impact Statement (EIS), which includes Basic Construction Emission Control Practices. This would include the fugitive dust control in SMAQMD Rule 403. Development associated with the project in the FPASP would be subject to FPASP EIR/EIS Mitigation Measure 3A.2-1c to perform a project level analysis to disclose PM_{10} emissions. Through compliance with Rule 403 that includes the fugitive dust control measures enumerated above, FPASP EIR/EIS Mitigation Measures 3A.2-1a and 3A.2-1c, the project's emissions of PM_{10} and $PM_{2.5}$ would be below SMAQMD's 80 and 82 lb/day thresholds for these pollutants, respectively. The project would not introduce any new or substantially more severe impact than what was identified in the General Plan EIR, and thus This impact would be **less than significant**.

The following mitigation measures from the FPASP EIR/EIS are applicable for rezone sites located within the Folsom Plan Area:

- **Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.** To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition

to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.

Basic Construction Emission Control Practices

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas

- Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.
- Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.
- Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.

Enhanced Fugitive PM Dust Control Practices – Unpaved Roads

- Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.
- Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.
- Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance.

Enhanced Exhaust Control Practices

- The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO_X reduction and 45 percent particulate reduction compared to the most current California Air Resources Board (CARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be

updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.

  - If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.

- **Mitigation Measure 3A.2-1c: Analyze and Disclose Projected PM_{10} Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements.** Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM_{10} to disclose what PM_{10} concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM_{10} emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.

Significance after Mitigation

No additional mitigation is required for this impact.

Impact 3.2-2: Increase in Operational Emissions of Criteria Air Pollutants and Precursors Associated with the Project that Could Contribute to a Violation of Air Quality Standards

Impact AQ-2 of the 2035 General Plan EIR concluded that the total emissions under buildout conditions of the General Plan would exceed SMAQMD's significance thresholds and contribute to the SVAB's nonattainment status. Therefore, the General Plan EIR concluded that operation-related emissions of criteria air pollutants and ozone precursors would be significant and unavoidable. The project would result in increased residential development, a reduction in commercial and industrial land uses, and would not propose any new stationary sources of pollution in the project planning area. Although the project would generate greater mass emissions than the land uses in the 2035 General Plan EIR, the project would be more efficient on a per person basis, thus the project would not introduce a new or substantially more severe impact than what was identified in the 2035 General Plan EIR. Nonetheless, similarly to the 2035 General Plan, the project would still exceed SMAQMD's thresholds of significance. Impacts would remain **significant and unavoidable**.

The land uses included in the General Plan include residential, commercial, industrial, education, and recreational land uses. Impact AQ-2 of the General Plan EIR concluded that since buildout of the General Plan would exceed SMAQMD's thresholds of significance, the increase in operational emissions would be significant and unavoidable,

even after the implementation of Mitigation Measures AQ-2a and AQ-2b that included policies to require all new developments that exceed SMAQMD's thresholds of significance to incorporate operational features that would result in a minimum of 15 percent reduction in emissions when compared to an "unmitigated baseline" project, and reduction of GHG emissions, which would also result in a reduction of air pollutant emissions.

The project proposes increased residential capacity and reduced commercial and industrial land uses in the project planning area. Long-term operational sources of criteria air pollutant emissions from project development would include mobile sources (vehicle emissions), area sources (e.g., landscaping equipment, consumer products, architectural coatings), and natural gas consumption for space and water heating. It is foreseeable that future updates to the Title 24 California Building Code would eliminate natural gas usage in residential development, but at the time of this SEIR the current version of the Title 24 California Building Code allows natural gas infrastructure in residential developments. For this reason, the emissions presented in this analysis are inherently conservative.

Operational emissions were estimated for anticipated land use development under the General Plan and the proposed project using the most recent CalEEMod v. 2022.1.1.20. Both area-source and energy emissions were based on land use type and acreage inputs for both scenarios. Mobile source emissions for the 2035 General Plan EIR and the project were based on CalEEMod default trip generation and annual VMT. See Appendix B for a detailed summary of the land use assumptions used for CalEEMod modeling, inputs, and outputs. Table 3.2-5 summarizes the operational emissions from implementation of the 2035 General Plan, and Table 3.2-6 summarizes the operational emissions from implementation of the project.

Table 3.2-5 Maximum Daily Emissions of Criteria Pollutants and Precursors Associated with Operation of the Previously Approved General Plan (2035)

Sector	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)	PM_{10} (tpy)	$PM_{2.5}$ (tpy)
Mobile	1,055	884	2,425	624	385	99
Area	829	11	1	1	<1	<1
Energy	8	131	10	10	2	2
Total	**1,892**	**1,026**	**2,436**	**635**	**387**	**101**
SMAQMD CEQA Significance Threshold	65	65	80[1]	82[1]	14.6[1]	15[1]
Exceeds Threshold?	Yes	Yes	Yes	Yes	Yes	Yes

Notes: lb/day = pounds per day; tpy = tons per year; ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; SMAQMD = Sacramento Metropolitan Air Quality Management District.

[1] SMAQMD recommends using a 0 lb/day threshold of significance for evaluating construction-related emissions of PM_{10} and $PM_{2.5}$ before implementation of best management practices or best available control technology. Following the implementation of best management practices and/or the best available control technology, operational emissions of PM_{10} are evaluated against a threshold of significance of 80 lb/day or 14.6 tpy, and $PM_{2.5}$ is evaluated against a threshold of significance of 82 lb/day or 15 tpy. The project would comply with the mandatory requirements of Parts 6 and 11 of the Title 24 California Building Code (the recommended best management practice for operational emissions of PM_{10} and $PM_{2.5}$ for land use development projects); therefore, SMAQMD's thresholds of 80 lb/day and 14.6 tpy for PM_{10} and 82 lb/day and 15 tpy for $PM_{2.5}$ have been applied in this analysis.

Source: Modeling performed by Ascent Environmental in 2023.

Based on the modeling conducted, and as summarized in Table 3.2-5, implementation of the 2035 General Plan as previously planned would result in criteria pollutant emissions that would exceed SMQMD thresholds of 65 lb/day of ROG and NO_X, 80 lb/day and 14.6 tpy of PM_{10}, and 82 lb/day and 15 tpy of $PM_{2.5}$. These emissions are attributable to the increase in mobile source emissions associated with growth in population and employment in the 2035 General Plan Area, as well as an increase in area source emissions associated with new urban and infrastructure development. Table 3.2-7 summarizes the change in annual operational emissions between buildout of the project and General Plan.

Table 3.2-6 Maximum Emissions of Criteria Pollutants and Precursors Associated with Operation of the Proposed Project (2035)

Sector	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day)	PM_{10} (tpy)	$PM_{2.5}$ (tpy)
Mobile	1,093	891	2,692	691	430	111
Area	1,010	14	1	1	<1	<1
Energy	9	155	12	12	2	2
Total	2,112	1,060	2,705	704	432	113
SMAQMD CEQA Significance Threshold	65	65	80[1]	82[1]	14.6[1]	15[1]
Exceeds Threshold?	Yes	Yes	Yes	Yes	Yes	Yes

Notes: lb/day = pounds per day; tpy = tons per year; ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; SMAQMD = Sacramento Metropolitan Air Quality Management District; N/A = not applicable.

[1] SMAQMD recommends using a 0 lb/day threshold of significance for evaluating construction-related emissions of PM_{10} and $PM_{2.5}$ before implementation of best management practices or best available control technology. Following the implementation of best management practices and/or the best available control technology, operational emissions of PM_{10} are evaluated against a threshold of significance of 80 lb/day or 14.6 tpy, and $PM_{2.5}$ is evaluated against a threshold of significance of 82 lb/day or 15 tpy. The project would comply with the mandatory requirements of Parts 6 and 11 of the Title 24 California Building Code (the recommended best management practice for operational emissions of PM_{10} and $PM_{2.5}$ for land use development projects); therefore, SMAQMD's thresholds of 80 lb/day and 14.6 tpy for PM_{10} and 82 lb/day and 15 tpy for $PM_{2.5}$ have been applied in this analysis.

Source: Modeling performed by Ascent Environmental in 2023.

Table 3.2-7 Emission Changes of Criteria Pollutants and Precursors Associated with Operation of the 2035 General Plan and the Project (2035)

	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)	$PM_{2.5}$ (lb/day/capita)
2035 General Plan	1,892	1,026	2,413	635
Project	2,112	1,060	2,680	704
Percent Increase	12%	3%	11%	11%

Notes: lb/day/capita = pounds per day per capita; ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; SMAQMD = Sacramento Metropolitan Air Quality Management District; N/A = not applicable.

Source: Modeling performed by Ascent Environmental in 2023.

As summarized in Table 3.2-7, implementation of the 2035 General Plan and project would similarly result in criteria pollutant emissions that would exceed SMQMD thresholds of 65 lb/day of ROG and NO_x, 80 lb/day and 14.6 tpy of PM_{10}, and 82 lb/day and 15 tpy of $PM_{2.5}$. As shown in Table 3.2-7, when compared to the General Plan, however, the project's ROG emissions increased 12 percent (1,892 lb/day to 2,112 lb/day), NO_x emissions increased three percent (1,026 lb/day to 1,060 lb/day), PM_{10} emissions increased 11 percent (2,436 lb/day to 2,705 lb/day), and $PM_{2.5}$ emissions increased 11 percent (635 lb/day to 704 lb/day). The increase in emissions as part of the project can be attributed to the increased residential capacity and related increase in VMT. Because the emissions are estimated with the modeling prepared shows an increase in area emissions as the modeling assumes a greater number of consumer products used by future residents (e.g., hairspray products, cleaning supplies). An increase in residential units would result in increased energy emissions as part of the project since more energy would be necessary to keep the additional units heated and cooled, run appliances, and provide electricity, energy, and natural gas to more people. Additionally, the increased emissions can be attributed to the change in VMT with implementation of the project, which would result in an increase of 351,954 daily VMT as compared to development under the 2035 General Plan. The 2035 General Plan EIR estimated the total VMT with implementation of the General Plan and used the total VMT to estimate impacts associated with criteria pollutants emissions. The VMT threshold identified in Section 3.10, "Transportation," of this Draft SEIR is based on VMT per capita. Therefore, the daily VMT volume for this analysis was based on the CalEEMod default trip generation to be comparable with the analysis in the 2035 General Plan.

Regulatory programs are in place at the federal, state, and district level to reduce air pollutant emissions from nearly all sources; however, they are not always sufficient to eliminate impacts to air quality. For example, CARB's motor vehicle programs have dramatically reduced average tailpipe emissions from the state's vehicle fleet, but motor

vehicle emissions will continue to be a predominant source of ozone precursor emissions in the SVAB due to growth in the number of vehicles and in vehicle miles traveled (SMAQMD 2023).

The project would accommodate an additional 15,418 persons in the project planning area, an increase from 38,908 to 54,326 (40 percent increase) as compared to 2035 General Plan projections. Table 3.2-8 summarizes the operational emissions per capita of the General Plan with the project as compared to the existing 2035 General Plan, as well as the percent change in emission per capita.

Table 3.2-8 Per Capita Emissions of Criteria Pollutants and Precursors Associated with Operation of the 2035 General Plan and the Project (2035)

	Population	ROG (lb/day/capita)	NO_X (lb/day/capita)	PM_{10} (lb/day/capita)	$PM_{2.5}$ (lb/day/capita)
2035 General Plan	38,908	0.049	0.026	0.063	0.016
Project	54,326	0.039	0.020	0.050	0.013
Percent Change	40%	-20%	-26%	-20%	-21%

Notes: lb/day/capita = pounds per day per capita; ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; SMAQMD = Sacramento Metropolitan Air Quality Management District; N/A = not applicable.

Source: Modeling performed by Ascent Environmental in 2023.

While the project would increase emissions overall, as shown in Table 3.2-7. Buildout of the General Plan with the project would result in a decrease in per capita emissions as compared to the 2035 General Plan, as shown in Table 3.2-8. Therefore, while the project would exceed thresholds for ROG, NOx, PM10, and PM2.5 similar to the 2035 General Plan EIR, the emissions per capita would decrease for each pollutant.

Consistent with SMAQMD's Final Friant Ranch Guidance, the potential annual incremental health incidences of the project were estimated using SMAQMD's Strategic Area Project Health Screening Tool. Using the best approximate GPS coordinates and the estimated operational air pollutant emissions, $PM_{2.5}$- and ozone exposure–related health incidences were calculated as shown in Table 3.2-9. The percent of background health incidences represents the mean health incidence within the boundaries of the SVAB; the total number of health incidences is an estimate of the average number of people who are affected by the health endpoint in a given population over a given period. In this case, these background incidences are specific to the SVAB and were derived using the Benefits Mapping and Analysis (BenMAP) program (SMAQMD 2020).

Based on this modeling, operational emissions from future development under the project would represent approximately 0.073 percent of all total incidences from exposure to ozone and $PM_{2.5}$. As shown in Table 3.2-9 assuming a total number of health incidences per year of 184,505 the project would result in 135 health incidences or 0.073 percent. Notably, SMAQMD's Strategic Area Project Health Screening Tool projects new health incidences (represented in Table 3.2-9) for projects that emit criteria air pollutants in volumes over 82 lb/day for ROG, NO_X, PM_{10}, and $PM_{2.5}$.

There is no established threshold of significance that addresses anticipated incidences; however, consistent with guidance from the Friant Ranch Decision and SMAQMD in its Final Friant Ranch Guidance, this information has been included to provide a meaningful level of detail to readers of this SEIR. Notably, there is inherent difficulty in evaluating the exact location and degree of adverse health outcomes from project-level emissions. Moreover, the Strategic Area Project Health Screening Tool cannot account for personal information such as age, preexisting conditions, genetic propensities, and lifestyle choices that may contribute to a receptor's sensitivity to air pollution.

Table 3.2-9 Potential Annual Incremental Health Incidences for the Project

Health Endpoint	Age Range	Incidences (Mean)	Percent of Background Incidences	Total Number of Health Incidences (per Year)[1]
$PM_{2.5}$				
Respiratory				
Emergency room visits	0–99	1.7	0.0094%	18,419
Hospital admissions, asthma	0–64	0.11	0.0061%	1,846
Hospital admissions, all respiratory	65–99	0.65	0.0033%	19,644
Cardiovascular				
Hospital admissions, all cardiovascular (less myocardial infarctions)	65–99	0.37	0.0016%	24,037
Acute myocardial infarction, nonfatal	18–24	0.00014	0.0037%	4
Acute myocardial infarction, nonfatal	25–44	0.013	0.0042%	308
Acute myocardial infarction, nonfatal	45–54	0.033	0.0045%	741
Acute myocardial infarction, nonfatal	55–64	0.054	0.0043%	1,239
Acute myocardial infarction, nonfatal	65–99	0.24	0.0047%	5,052
Mortality				
Mortality, all causes	30–99	4.4	0.0097%	44,766
Ozone				
Respiratory				
Hospital admissions, all respiratory	65–99	0.16	0.00084%	19,644
Emergency room visits, asthma	0–17	0.65	0.011%	5,859
Emergency room visits, asthma	18–99	1.1	0.0091%	12,560
Mortality				
Mortality, nonaccidental	0–99	0.11	0.00036%	30,386
Total Incidences	**0–99**	9.59	0.073%	**184,505**

Note: $PM_{2.5}$ = fine particulate matter.

[1] These numbers represent the total background health incidences per year in the Sacramento Region and not incidences created by the project.

Source: Modeling conducted by Ascent Environmental in 2023.

Development facilitated by the project would comply with General Plan Policy NCR 3.1.5, which requires an individual development project that would exceed the SMAQMD operational thresholds to incorporate design or operational features that result in at least a 15 percent reduction in emissions. Projects consistent with the 2035 General Plan with significant operational emissions would be required to reduce ozone precursor emissions by 15 percent with preparation and implementation of a SMAQMD approved Air Quality Mitigation Plan. If an individual project's emissions were reduced to below the operational thresholds, the project's air emissions impact would be considered to be less-than-significant with mitigation incorporated by SMAQMD. However, if a project's long-term operational emissions were to remain above the applicable threshold of significance after implementation of all feasible on-site mitigation measures, the City may consult with SMAQMD on off-site mitigation strategies to further reduce project long-term operational impacts below the applicable threshold. Feasible mitigation refers to measures contained in SMAQMD's *Recommended Guidance for Land Use Emission Reductions*, which includes providing bicycle, transit, and pedestrian infrastructure; diversity of land uses; parking pricing and limiting parking supply; improving energy efficiency of buildings beyond code requirements; among many others.

The project would include amendments to the FPASP to increase residential development on the proposed rezone sites within the Folsom Plan Area. Development in the Folsom Plan Area would result in increased emissions in the project planning area. Therefore, development within the Folsom Plan Area would be subject to FPASP EIR/EIS

Mitigation Measure 3A.2-2 that requires implementation of measures contained in the Air Quality Mitigation Plan prepared for the FPASP EIR/EIS to reduce operational air pollutant emissions.

The various elements of the 2035 General Plan include numerous policies and actions that seek to reduce air pollution and minimize the air quality impacts of new development. Even with incorporation of these policies, measures, and actions, operational area- and mobile-source emissions of criteria air pollutants from future development as part of the project could result in or substantially contribute to emissions concentrations that exceed the NAAQS or CAAQS. However, since the project would be more efficient on a per capita basis, the project would not introduce a new or substantially more severe impact than what was identified in the 2035 General Plan EIR. However, similarly to the 2035 General Plan EIR, since SMAQMD's threshold of significance would be exceeded, this impact would remain **significant and unavoidable**.

Mitigation Measures

The following mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the project planning area:

- **Mitigation Measure 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.** To reduce operational emissions, the project applicant for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use of wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.

Significance after Mitigation

Even with implementation of all feasible mitigation measures, the total emissions under buildout conditions are anticipated to make a considerable contribution to air pollutant emissions in the region and influence the County's nonattainment status. Since the project would be more efficient per capita, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR. Nonetheless, this impact, as in the 2035 General Plan EIR, would remain **significant and unavoidable**.

Impact 3.2-3: Consistency with Air Quality Planning Efforts

Impact AQ-3 of the General Plan EIR concluded that all projects under the 2035 General Plan would be required to be consistent with SMAQMD rules and regulations, which would promote the goals of regional air quality plans to reach attainment of federal and state ozone and PM standards, and thus Impact AQ-3 was determined to be less than significant. Based on the region's existing air quality and attainment status, air quality plans have been prepared to document how the region would achieve attainment of standards for nonattainment pollutants. The project would increase population at a greater rate than VMT in Folsom. Therefore, similar to the 2035 General Plan EIR, the project would be consistent with SMAQMD's Ozone Attainment Plan and the Metropolitan Transportation Plan/Sustainable Communities Strategy. The project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR. This impact would remain **less than significant**.

At the time, the General Plan EIR was certified, the Sacramento County portion of the SVAB was in nonattainment for federal and state ozone, state PM_{10}, and federal $PM_{2.5}$ standards. It was concluded that since the projected VMT increase of the General Plan would occur at a slower rate than population increase, the 2035 General Plan would be in accordance with SMAQMD recommended CEQA guidance, and Impact AQ-3 was determined to be less than significant. Additionally, it was stated that since implementation of the 2035 General Plan would not disrupt regional planning efforts to reduce VMT and meet federal and state air quality standards and would promote the goals of the

regional air quality plans to reach attainment of federal and state ozone and PM standards, the proposed 2035 General Plan would not conflict with applicable air quality plans.

As when the 2035 General Plan was prepared, the Sacramento County portion of the SVAB is in nonattainment for federal and state ozone, state PM_{10}, and federal $PM_{2.5}$ standards. The SMAQMD guidance for evaluation of program-level analysis pursuant to CEQA recommends consideration of the project's consistency with SMAQMD's Ozone Attainment Plan and Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) growth projections, the relationship of the project's VMT and population growth rates, and the extent to which the project incorporates adopted transportation control measures, including growth principles from the Preferred Blueprint Scenario. SMAQMD's Ozone Attainment Plan and MTP/SCS are the regional air quality plans in effect for the City of Folsom.

The SMAQMD CEQA Guidelines recommend an assessment of the rate of increase of VMT and population for plan level analysis, such as the project, for determining consistency with SMAQMD's Ozone Attainment Plan and MTP/SCS. Therefore, if VMT per service population were to decrease as a result of the project implementation, the project would be determined to be consistent with the overall intent of the SMAQMD's Ozone Attainment Plan and MTP/SCS. As shown in Table 3.10-2 in Section 3.10, "Transportation," implementation of the project would result in 8.27 VMT per capita for the cumulative plus project scenario. When considering 26 percent, or 1,572 units, of the 6,046 additional units would be low-income units, trip generation rate would be reduced and trip distance would be reduced. As a result, the project would have a reduced VMT per capita of approximately 6.62 when incorporating the trip generation rate reduction and trip distance reduction associated with low-income units (Kimley-Horn 2024). Therefore, implementation of the project would reduce VMT per capita in the project planning area and the project would be consistent with SMAQMD's CEQA Guidelines and the Ozone Attainment Plan.

Policies in various elements of the 2035 General Plan, such as General Plan Policies H-1.1 Sufficient Land for Housing, H-1.2 Location of Higher-Density Housing Sites, H-1.9 Mixed Use and Transit-Oriented Development, and H-7.2 Smart Growth, as explained in Section 3.8 "Population and Housing," promote smart growth principles by encouraging reductions in VMT through increasing density of land uses in certain areas of the City, walkable neighborhood design, bicycle facilities and infrastructure, and public transportation facilities and infrastructure. Future development as part of the project would be consistent with these General Plan policies that allow for a system of multimodal transportation; provide a variety of mixed-use areas and a range of housing choices; and emphasize compact development, quality design, and natural resource conservation.

The project would be required to be consistent with General Plan policies to promote alternative forms of transportation, such as transit and bicycle pathways. Additionally, the project would result in a faster increase in population as compared to VMT. Therefore, the project would promote the goals of the regional air quality plans to reach attainment of federal and state ozone and PM standards. The project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR. This impact would remain **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.2-4: Increase in Local Mobile-Source Emissions of Carbon Monoxide

Impact AQ-4 of the 2035 General Plan EIR concluded that buildout of the 2035 General Plan would not be expected to substantially contribute to emission concentrations that would exceed the ambient air quality standards and as a result, Impact AQ-4 was determined to be less than significant. The project would not substantially increase traffic volumes to a level that would result in a CO hotspot. Therefore, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR, and this impact will remain **less than significant**.

The concentration of CO is a direct function of motor vehicle activity, particularly during periods of peak travel demand, and of meteorological conditions. Local mobile-source CO emissions near roadway intersections are a direct

function of traffic volume, speed, and delay. Under specific meteorological conditions, CO concentrations may reach unhealthy levels with respect to local sensitive land uses (e.g., residential areas, schools, and hospitals).

The 2035 General Plan EIR used SMAQMD's screening process to assist in determining if CO emissions from operations of a project in Sacramento County would exceed SMAQMD's operational significance threshold for CO. SMAQMD's recommended screening criteria are divided into the following two tiers:

- Tier 1: The project would result in a less-than-significant impact to air quality for local CO if:
  - Traffic generated by the proposed project will not result in deterioration of intersection level of service (LOS) to LOS E or F; and
  - The project would not contribute additional traffic to an intersection that already operates at LOS of E or F.

If the first tier of screening criteria were not met then the second tier of screening criteria shall be examined.

- Tier 2: If all of the following criteria are met, the proposed project will result in a less-than-significant impact to air quality for local CO.
  - The project would not result in an affected intersection experiencing more than 31,600 vehicles per hour;
  - The project would not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, or below-grade roadway; or other locations where horizontal or vertical mixing of air will be substantially limited; and
  - The mix of vehicle types at the intersection was not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).

Based on the traffic analysis prepared for the 2035 General Plan some signalized intersections in the 2035 General Plan Area were predicted to operate at an unacceptable LOS under previous buildout conditions. However, none of the intersections were anticipated to accommodate volumes of traffic that would exceed 31,600 vehicles per hour. Further, all affected roadways would be at-grade, and the mix of vehicles traveling on these roadways was not anticipated to be substantially different from the County average. Therefore, as included in General Plan EIR Impact AQ-4 buildout under the 2035 General Plan would not result in concentrations of CO that would exceed or contribute to an exceedance of the CAAQS. Impacts were determined to be less than significant.

SMAQMD has updated its CEQA guide and screening criteria since the release of the 2035 General Plan EIR. As included in SMAQMD's CEQA Guide, "pollutants such as carbon monoxide (CO), sulfur dioxide and lead are of less concern because operational activities are not likely to generate substantial quantities of these criteria air pollutants and the Sacramento Valley Air basin has been in attainment for these criteria air pollutants for multiple years" (SMAQMD 2021: 4-1). SMAQMD no longer has a recommended screening criteria for assessing the potential of a CO hotspot; however, other air districts, such as the Bay Area Air Quality Management District (BAAQMD), have numerical screening criteria available. Based on BAAQMD's guidance, which can be applied to projects within SMAQMD's jurisdiction for determining localized CO hotspot impacts, projects meeting the following criteria would not result in a CO hotspot (BAAQMD 2023):

- Project-generated traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour, and
- Project-generated traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

Implementation of the project would introduce new vehicle trips to the project planning area. Based on the transportation analysis prepared for the project, the project would result in a maximum of 1,100 new trips per day at any one intersection, thus the project would not introduce new vehicle trips to an intersection meeting the criteria above. Additionally, the "roundabout first" policy will assist in reducing vehicular delays and idling near traffic lights, help improve flow of traffic, and improve air quality as a result. A CO hotspot would not result from project implementation. Moreover, CO emissions have historically decreased due to the advent of catalytic converters and

progressively more stringent fuel economy standards. Thus, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR. This impact would remain **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.2-5: Increase in Health Risks Associated with Exposure of Sensitive Receptors to Emissions of Toxic Air Contaminants

Impact AQ-5 of the General Plan EIR concluded that construction in the General Plan Area during the 18-year buildout of the 2035 General Plan could generate TAC emissions from construction equipment diesel exhaust at a significant and unavoidable level. Intense levels of construction activity and ground disturbances would occur in close proximity to existing and future-planned sensitive receptors for an extended period of time. Development under the project would occur over 12 years, making the construction schedule more compact as compared to the General Plan EIR and possibly generating a higher rate of emissions for a shorter period of time. However, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR. Nonetheless, this impact would remain **significant and unavoidable**.

The General Plan EIR determined that the 18-year buildout of the 2035 General Plan has potential to expose sensitive receptors to short-term and long-term TAC emissions from stationary and mobile operational sources and project construction. The General Plan EIR concluded that for development within the General Plan Area, PM_{10} emissions associated with construction would be significant.

Development under the project is assumed to occur over 12 instead of 18 years, while reducing the square footage of commercial and industrial land uses and increasing the residential units in the project planning area. As in the General Plan EIR, no stationary sources in the project planning area would generate substantial TACs that could create a significant impact that would affect nearby existing and future sensitive receptors. With the decreased in acreage of commercial land use, no major stationary sources would be added that could generate substantial TAC emissions.

CARB recommends avoiding siting new sensitive land uses within 500 feet from a freeway or high-volume roadway (CARB 2005). Where this minimum separation is not achievable, CARB recommends that local jurisdictions perform health risk assessments (HRAs) to determine the cancer risk potential of individual land use proposals locating an air toxics source (e.g., high volume freeway) close to a sensitive land use (e.g., residential uses). At the time of the General Plan EIR, no high-volume freeways were identified. However, at the time of writing this analysis, Highway 50 is classified as a high-volume freeway with over 100,000 vehicle trips a day. Site 60 in the Folsom Plan Area is located within 500 feet of Highway 50 and is designed for residential development in the FPASP. The project would increase the residential development capacity on Site 60, but does not include new sensitive land uses within 500 feet of Highway 50. Therefore, the project would not conflict with CARB's direction in its 2005 Land Use Handbook.

Project construction-related emissions are assumed to occur over the 12-year buildout and comply with the SMAQMD best management practices. SMAQMD best management practices include implementation of the District's Basic Construction Emission Control Practices. Implementation of these practices would result in the reduction of diesel PM exhaust emissions in addition to criteria air pollutant emissions, particularly the measures to minimize engine idling time and maintain construction equipment in proper working condition and according to manufacturer's specifications. Additionally, development under the project would be subject to the Enhanced Exhaust Control Practices for off-road construction equipment, which reduce particulate exhaust emissions by 45 percent and regulate the opacity of exhaust from all off-road diesel-powered equipment. Development within the Folsom Plan Area would be required to adhere to FPASP EIR/EIS Mitigation Measure 3A.2-4a to reduce construction TACs. Implementation of these measures would further reduce TACs in the Folsom Plan Area.

The project would be consistent with 2035 General Plan Policies NCR 3.1.3 Reduce Vehicles Miles Traveled, NCR 3.2.7 Preference for Reduced-Emissions Equipment, and LU 6.1.3 Efficiency Through Density. NCR 3.1.3 would reduce TAC emissions by reducing the VMT in the project planning area through encouraging other forms of transit such as walking, biking and public transportation. Policy NCR 3.2.7 would reduce construction-generated TAC emissions by

requiring reduced-emissions equipment, replacing older engines, and implementing idling-reduction techniques. The Project would be consistent with LU 6.1.3 by supporting development of high-density residential units, which would reduce VMT and trip lengths and increase efficiency in each residential unit resulting in reduced operational-generated TAC emissions which would. Compliance with each of these policies would reduce TAC emissions in the project planning area.

Over the 12-year buildout of the project, construction activities would occur nearby existing and future sensitive receptors that could potentially expose people to adverse health risks. Although an HRA is not recommended by CARB to evaluate the health risks associated with the project, since the buildout of the project would occur next to existing and future sensitive receptors, it cannot be assured that construction-generated TAC emissions could be reduced to less-than-significant levels for all development as part of the project. Thus, the project would be subject to mitigation measures from the 2035 General Plan EIR and FPASP EIR/EIS. Even though the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR, similarly to the 2035 General Plan EIR, this impact would remain **significant and unavoidable**.

Mitigation Measures

The following mitigation measures form the FPASP EIR/EIS are applicable for rezone sites located within the Folsom Plan Area:

- **Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.** The project applicant for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans. The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.

Significance after Mitigation

Implementation of 2035 General Plan policies, existing regulations, and FPASP mitigation would lessen health-related risks associated with the use of off-road diesel-powered equipment during construction activity in the project planning area. However, construction activities during buildout of the project would occur over the 12-year planning horizon of the General Plan. Therefore, exposure to construction-generated TAC emissions may not be reduced to less than significant levels. The project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR. However, the potential exposure of receptors to construction-generated TAC emissions would remain **significant and unavoidable**, as in the 2035 General Plan EIR.

Impact 3.2-6: Increase in Exposure of Sensitive Receptors to Emissions of Odors

Impact AQ-6 of the General Plan EIR concluded that implementation of the General Plan was a significant and unavoidable impact could result in odorous impacts to a substantial number of people, even after incorporating Mitigation Measure AQ-6. Similarly, implementation of the project could result in the exposure of sensitive receptors to emissions of objectionable odors. While the project would not result in major sources of odors, odorous emissions from construction equipment throughout buildout of the project could result in odor impacts. Since the project is not introducing any new stationary sources of odor and construction would occur in the same areas as under the General Plan, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR. Nonetheless, this would remain a **significant and unavoidable** impact.

Impact AQ-6 of the 2035 General Plan EIR concluded that buildout of the General Plan would result in odor impacts. The General Plan EIR stated that even with implementation of Mitigation Measure AQ-6, city regulatory requirements, and SMAQMD rules, it was infeasible to reduce possible odor impacts at nearby sensitive receptors from new development. Mitigation Measure AQ-6 of the General Plan EIR modified Policy NCR 3.1.6 "Sensitive Uses" to state

that the project applicant will coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants and odors 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 and odors. Even with implementation of Mitigation Measure AQ-6 the General Plan EIR determined that impacts would be significant and unavoidable.

According to SMAQMD's CEQA Guide, each project that would generate odors should be evaluated to determine the likelihood that it would result in nuisance odors. SMAQMD recognizes the subjective nature of odor impacts and recommends that each project be assessed on a "case-by-case" basis, taking into consideration all available pertinent information to qualitatively determine whether a significant impact is likely to occur, such as information regarding the characteristics of the buffer zone between the sensitive receptor(s) and the odor source(s), local meteorological conditions, and the nature of the odor source.

Operational Odors

To facilitate the evaluation of odors, SMAQMD has produced a list of common types of facilities, along with the distance from the source within which odors could possibly be significant. The list provides a qualitative assessment of a project's potential to adversely affect off-site receptors. Table 3.2-10 presents the list of common facilities and the minimum distance from the source below which the odor impacts may be significant. The project does not include any uses identified by SMAQMD as being associated with odors. Therefore, the project would not result in a source of operational odors adversely affecting a substantial number of people. The project would reduce commercial and industrial land uses and thus result in less of an odor impact as compared to the 2035 General Plan EIR. The project would not introduce a new or substantially more severe operational odor impact than what was identified in the General Plan EIR.

Table 3.2-10 Sacramento Metropolitan Air Quality Management District Screening Levels for Potential Odors Sources

Type of Facility	Distance
Wastewater Treatment Facility	2 miles
Wastewater Pumping Facilities	1 mile
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	2 miles
Petroleum Refinery	2 miles
Asphalt Batch Plant	2 miles
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Rending Plant	4 miles
Coffee Roaster	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Green Waste and Recycling Operations	2 miles
Metal Smelting Plants	1 mile

Source: SMAQMD 2009b.

Construction Odors

Because of the subjective nature of odor impacts, the many variables that can influence odors, and the many types of odor sources, the SMAQMD does not prescribe any quantitative methodologies to determine if potential

construction odors would have a significant impact. Rather, determinations of significance are usually based on a review of complaint records. Odorous emissions from construction equipment throughout buildout of the General Plan could affect a substantial number of people. The project planning area is in a residential area, and as more construction is completed, more people will be living in the project planning area. Over the 12-year buildout of the project, with residencies within the project planning area, many people could be exposed to odor impacts. As stated in the 2035 General Plan EIR, it is infeasible to allow new development near existing developments and not have the possibility of odorous emissions that would impact nearby receptors, thus the project would be subject to mitigation measures from the 2035 General Plan EIR in the project planning area. Similarly to the 2035 General Plan, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR. Impacts would remain **significant and unavoidable**.

Mitigation Measures

The following mitigation measures form the FPASP EIR/EIS are applicable for rezone sites located within the Folsom Plan Area:

- **Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.** Requires implementation of SMAQMD construction measures in addition to rules and regulations to control air pollutant emissions generated by construction of on-site elements in the FPASP, which would also reduce TACs.
- **Mitigation Measure 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.** Implement SMAQMD Enhances Exhaust Control Practices to control air pollutant emissions, which are listed in Mitigation Measure 3A.2-1a, in order to control NO_X emissions generated by construction of off-site elements (in Sacramento Counties, or Caltrans right-of-way).

Significance after Mitigation

Development as part of the project would be subject to Mitigation Measure AQ-6, mitigation measures from the FPASP EIR/EIS, and SMAQMD rules that would reduce odor impacts. However, it is technically infeasible to allow new development without possible impacts related to nearby odorous emissions. Mitigation Measures 3A.2-1a would reduce odor emissions from construction by minimizing idling time for development in the Folsom Plan Area. Mitigation Measure 3A.2-1f would reduce odor emissions from construction by demonstrating that heavy-duty off-road vehicles will achieve a project-wide NO_x reduction of 20 percent for development in the Folsom Plan Area. However, it cannot be assured that implementation of these measures would eliminate odor emissions for future development. The project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR. Nonetheless, this would remain a **significant and unavoidable** impact.

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3.3 CULTURAL AND TRIBAL CULTURAL RESOURCES

This section analyzes and evaluates the potential impacts of the project on known and unknown cultural resources. The primary two sources of information used for this analysis are the City of Folsom 2035 General Plan Update (2018) and the Folsom Plan Area Specific Plan (FPASP) (City of Folsom 2011a).

Cultural resources include districts, sites, buildings, structures, or objects generally older than 50 years and considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. They include precontact resources, historic-period resources, and "tribal cultural resources" (the latter as defined by Assembly Bill (AB) 52, Statutes of 2014, in PRC Section 21074).

Archaeological resources are locations where human activity has measurably altered the earth or left deposits of precontact or historic-period physical remains (e.g., stone tools, bottles, former roads, house foundations). Historical (or built environment) resources include standing buildings (e.g., houses, barns, outbuildings, cabins) and intact structures (e.g., dams, bridges, roads, districts), or landscapes. A cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places and objects, with cultural value to a tribe.

One comment letter regarding cultural resources was received in response to the Notice of Preparation (see Appendix A). The Native American Heritage Commission (NAHC) requested AB 52 and SB 18 compliance information; while SB 18 does apply to the project because of the proposed General Plan amendment (which is the trigger for SB 18 compliance), SB 18 is not a CEQA requirement and therefore is not discussed in this section. AB 52 compliance is described below.

3.3.1 Regulatory Setting

FEDERAL

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's master inventory of known historic properties. It is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

The formal criteria (36 CFR 60.4) for determining NRHP eligibility are as follows:

1. The property is at least 50 years old (however, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP);
2. It retains integrity of location, design, setting, materials, workmanship, feeling, and associations; and
3. It possesses at least one of the following characteristics:

   Criterion A Is associated with events that have made a significant contribution to the broad patterns of history (events).

   Criterion B Is associated with the lives of persons significant in the past (persons).

   Criterion C Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant, distinguishable entity whose components may lack individual distinction (architecture).

   Criterion D Has yielded, or may be likely to yield, information important in prehistory or history (information potential).

For a property to retain and convey historic integrity it must possess most of the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Location is the place where the historic property was constructed or the place where a historic event occurred. Integrity of location refers to whether the property has been moved since its construction. Design is the combination of elements that create the form, plan, space, structure, and style of a property. Setting is the physical environment of a historic property that illustrates the character of the place. Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. This is an intangible quality evoked by physical features that reflect a sense of a past time and place. Association is the direct link between the important historic event or person and a historic property. Continuation of historic use and occupation help maintain integrity of association.

Listing in the NRHP does not entail specific protection or assistance for a property but it does guarantee consideration in planning for federal or federally-assisted projects, eligibility for federal tax benefits, and qualification for federal historic preservation assistance. Additionally, project effects on properties listed in the NRHP must be evaluated under CEQA.

The National Register Bulletin series was developed to assist evaluators in the application of NRHP criteria. For example, National Register Bulletin #36 provides guidance in the evaluation of archaeological site significance. If a property cannot be placed within a particular theme or time period, and thereby lacks "focus," it will be unlikely to possess characteristics which would make it eligible for listing in the NRHP. Evaluation standards for linear features (such as roads, trails, fence lines, railroads, ditches, and flumes) are considered in terms of four related criteria that account for specific elements that define engineering and construction methods of linear features: (1) size and length, (2) presence of distinctive engineering features and associated properties, (3) structural integrity, and (4) setting. The highest probability for NRHP eligibility exists in the intact, longer segments, where multiple criteria coincide.

Cultural and Historic Landscapes

Under the NRHP, historic properties may be defined as sites, buildings, structures (such as bridges or dams), objects, or districts, including cultural or historic landscapes. A cultural landscape differs from a historic building or district in that it is understood through the spatial organization of the property, which is created by the landscape's cultural and natural features. Some features may create viewsheds or barriers (such as a fence), and others create spaces or "rooms" (such as an arrangement of buildings and structures around a lawn area). Some features, such as grading and topography, underscore the site's development in relationship to the natural setting. To be listed in the NRHP, a cultural landscape must meet one of the four evaluation criteria and must retain its integrity.

A cultural landscape is defined as "a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values" (NPS 2023). There are four general types of cultural landscapes—historic sites, historic designed landscapes, historic vernacular landscapes, and ethnographic landscapes—and they are not mutually exclusive:

- A historic site is a landscape significant for its association with a historic event, activity, or person. Examples include battlefields and a president's house properties.
- A historic designed landscape is a landscape that was consciously designed or laid out by a landscape architect, master gardener, architect, or horticulturist according to design principles or by an amateur gardener working in a recognized style or tradition. The landscape may be associated with a significant person, trend, or event in landscape architecture, or it may illustrate an important development in the theory and practice of landscape architecture. Aesthetic values play a significant role in designed landscapes. Examples include parks, campuses, and estates.
- A historic vernacular landscape is a landscape that evolved through use by the people whose activities or occupancy shaped that landscape. Such a landscape reflects the social and cultural attitudes of an individual, a family, or a community, as well as the physical, biological, and cultural character of everyday lives. Function plays a significant role in vernacular landscapes. They can be a single property such as a farm or a collection of properties such as a district of historic farms along a river valley. Examples include rural villages, industrial complexes, and agricultural landscapes.

- An ethnographic landscape is a landscape containing a variety of natural and cultural resources that associated people define as heritage resources. Examples are contemporary settlements, religious sacred sites and massive geological structures. Small plant communities, animals, subsistence, and ceremonial grounds are often components.

Historic landscapes include residential gardens and community parks, scenic highways, rural communities, institutional grounds, cemeteries, battlefields, and zoological gardens. They are composed of character-defining features that individually or collectively contribute to the landscape's physical appearance as they have evolved over time. In addition to vegetation and topography, cultural landscapes may include water features, such as ponds, streams, and fountains; circulation features, such as roads, paths, steps, and walls; buildings; and furnishings, including fences, benches, lights, and sculptural objects.

Secretary of the Interior's Standards

The *Secretary of the Interior's Standards for the Treatment of Historic Properties* (Secretary's Standards) provide guidance for working with historic properties. The Secretary's Standards are used by lead agencies to evaluate proposed rehabilitative work on historic properties. The Secretary's Standards are a useful analytic tool for understanding and describing the potential impacts of proposed changes to historic resources. Projects that comply with the Secretary's Standards benefit from a regulatory presumption that they would not result in a significant impact to a historic resource.

In 1992 the Secretary's Standards were revised so they could be applied to all types of historic resources, including landscapes. They were reduced to four sets of treatments to guide work on historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. The four distinct treatments are defined as follows:

- **Preservation** focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time.
- **Rehabilitation** acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character.
- **Restoration** depicts a property at a particular period of time in its history, while removing evidence of other periods.
- **Reconstruction** re-creates vanished or non-surviving portions of a property for interpretive purposes.

The Secretary of the Interior's Standards for Rehabilitation are as follows:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

STATE

California Register of Historical Resources

All properties in California that are listed in or formally determined eligible for listing in the NRHP are also listed in the California Register of Historical Resources (CRHR). The CRHR is a listing of State of California resources that are significant in the context of California's history. It is a Statewide program with a scope and with criteria for inclusion similar to those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

California Historical Landmarks—buildings, structures, sites, or places that have been determined to have statewide historical significance—are also automatically listed in the CRHR. California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance. Points of Historical Interest designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR.

A historical resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria:

Criterion 1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

Criterion 2. Is associated with the lives of persons important to local, California, or national history.

Criterion 3. Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.

Criterion 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Similar to the NRHP, a historical resource must meet one of the above criteria and retain integrity to be listed in the CRHR. The CRHR uses the same seven aspects of integrity used by the NRHP.

California Environmental Quality Act

CEQA requires public agencies to consider the effects of their actions on "historical resources," "unique archaeological resources," and "tribal cultural resources." Pursuant to PRC Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether projects would have effects on unique archaeological resources. PRC Section 21084.2 establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment."

Historical Resources

"Historical resource" is a term with a defined statutory meaning (PRC Section 21084.1; State CEQA Guidelines Sections 15064.5[a] and [b]). Under State CEQA Guidelines Section 15064.5(a), historical resources include the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR (PRC Section 5024.1).

2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (PRC Section 5024.1).

4) The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to PRC Section 5020.1[k]), or identified in an historical resources survey (meeting the criteria in PRC Section 5024.1[g]) does not preclude a lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

Unique Archaeological Resources

CEQA also requires lead agencies to consider whether projects will affect unique archaeological resources. PRC Section 21083.2(g) states that "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Tribal Cultural Resources

CEQA also requires lead agencies to consider whether projects would affect tribal cultural resources. PRC Section 21074 states:

a) "Tribal cultural resources" are either of the following:

   1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

      A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

      B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

   2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Public Resources Code Section 21080.3

AB 52, signed by the California Governor in September of 2014, established a new class of resources under CEQA: "tribal cultural resources," defined in PRC Section 21074. Pursuant to PRC Sections 21080.3.1, 21080.3.2, and 21082.3, lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation before the release of an EIR, negative declaration, or mitigated negative declaration. CEQA Sections 21080.3.1 and 21080.3.2 state that within 14 days of determining that a project application is complete, or to undertake a project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects in the lead agency's jurisdiction. If it wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process, provisions under PRC Section 21084.3 (b) describe mitigation measures that may avoid or minimize the significant adverse impacts. Examples include:

(1) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

(2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

   (A) Protecting the cultural character and integrity of the resource;

   (B) Protecting the traditional use of the resource;

   (C) Protecting the confidentiality of the resource.

(3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

(4) Protecting the resource.

Public Resources Code Section 21083.2

Treatment options under PRC Section 21083.2(b) to mitigate impacts to archaeological resources include activities that preserve such resources in place in an undisturbed state. PRC Section 21083.2 states:

(a) As part of the determination made pursuant to Section 21080.1, the lead agency shall determine whether the project may have a significant effect on archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. An environmental impact report, if otherwise necessary, shall not address the issue of nonunique archaeological resources. A negative declaration shall be issued with respect to a project if, but for the issue of nonunique archaeological resources, the negative declaration would be otherwise issued.

(b) If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. Examples of that treatment, in no order of preference, may include, but are not limited to, any of the following:

   (1) Planning construction to avoid archaeological sites.

   (2) Deeding archaeological sites into permanent conservation easements.

(3) Capping or covering archaeological sites with a layer of soil before building on the sites.

(4) Planning parks, greenspace, or other open space to incorporate archaeological sites.

(c) To the extent that unique archaeological resources are not preserved in place or not left in an undisturbed state, mitigation measures shall be required as provided in this subdivision. The project applicant shall provide a guarantee to the lead agency to pay one-half the estimated cost of mitigating the significant effects of the project on unique archaeological resources. In determining payment, the lead agency shall give due consideration to the in-kind value of project design or expenditures that are intended to permit any or all archaeological resources or California Native American culturally significant sites to be preserved in place or left in an undisturbed state. When a final decision is made to carry out or approve the project, the lead agency shall, if necessary, reduce the specified mitigation measures to those which can be funded with the money guaranteed by the project applicant plus the money voluntarily guaranteed by any other person or persons for those mitigation purposes. In order to allow time for interested persons to provide the funding guarantee referred to in this subdivision, a final decision to carry out or approve a project shall not occur sooner than 60 days after completion of the recommended special environmental impact report required by this section.

(d) Excavation as mitigation shall be restricted to those parts of the unique archaeological resource that would be damaged or destroyed by the project. Excavation as mitigation shall not be required for a unique archaeological resource if the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, if this determination is documented in the environmental impact report

(e) In no event shall the amount paid by a project applicant for mitigation measures required pursuant to subdivision (c) exceed the following amounts:

(1) An amount equal to one-half of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of a commercial or industrial project.

(2) An amount equal to three-fourths of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of a housing project consisting of a single unit.

(3) If a housing project consists of more than a single unit, an amount equal to three-fourths of 1 percent of the projected cost of the project for mitigation measures undertaken within the site boundaries of the project for the first unit plus the sum of the following:

(A) Two hundred dollars ($200) per unit for any of the next 99 units.

(B) One hundred fifty dollars ($150) per unit for any of the next 400 units.

(C) One hundred dollars ($100) per unit in excess of 500 units.

(f) Unless special or unusual circumstances warrant an exception, the field excavation phase of an approved mitigation plan shall be completed within 90 days after final approval necessary to implement the physical development of the project or, if a phased project, in connection with the phased portion to which the specific mitigation measures are applicable. However, the project applicant may extend that period if he or she so elects. Nothing in this section shall nullify protections for Indian cemeteries under any other provision of law.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act (PRC Section 5097.9) applies to both State and private lands. The act requires, upon discovery of human remains, that construction or excavation activity cease and that the county coroner be notified. If the remains are those of a Native American, the coroner must notify the NAHC, which notifies and has the authority to designate the most likely descendant (MLD) of the deceased. The act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.

Health and Safety Code, Sections 7050.5

Section 7050.5 of the Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If they are determined to be those of a Native American, the coroner must contact NAHC.

Public Resources Code, Section 5097

PRC Section 5097 specifies the procedures to be followed if human remains are unexpectedly discovered on nonfederal land. The disposition of Native American burials falls within the jurisdiction of NAHC. Section 5097.5 of the code states:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

LOCAL

City of Folsom 2035 General Plan

The following policies from the 2035 General Plan address historical and cultural resources, as well as guide the location, design, and quality of development to minimize impacts to historical and cultural resources (City of Folsom 2018).

- NCR 5.1.1 Historic Buildings and Sites – Where feasible, require historic buildings and sites to be preserved or incorporated into the design of new development.
- NCR 5.1.2 Cultural Resources Inventory - Maintain an inventory of prehistoric and historic resources, including structures and sites.
- NCR 5.1.4 Applicable Laws and Regulations - Ensure compliance with City, State, and Federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic and archeological resources, as listed in the City of Folsom Historic Preservation Master Plan, including the use of the California Historical Building Code as applicable, including but not limited to, Senate Bill 18, Assembly Bill 52, Appendix G to the CEQA Guidelines, and where applicable, Section 106 of the National Historic Preservation Act
- NCR 5.1.5 Funding Sources - Strive to obtain Federal, State, and private funding and incentives for maintaining and rehabilitating historic buildings and sites.

Folsom Plan Area Specific Plan

The following policies from the FPASP (2011a) address historical and cultural resources:

- Policy 10.21 The following shall be prepared prior to extensive grading or excavation.
  - 10.21a Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist.
  - 10.21b Areas found to contain or likely to contain archaeological resources shall be fully surveyed, to the extent required, to characterize and record the site. Any artifacts that are uncovered should be recorded and preserved on-site or donated to an appropriate organization to archive.
  - 10.21c An Archaeological Resources Report shall be prepared, as appropriate.
  - 10.21d Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).
- Policy 10.22 Publicly accessible trails and facilities in open space areas shall be located so as to ensure the integrity and preservation of historical and cultural resources as specified in the *FPASP Community Design Guidelines* and the *Open Space Operations & Management Plan*.

- **Policy 10.23** Views toward cultural resources from publicly accessible trails and facilities shall be protected, where appropriate
- **Policy 10.24** Interpretive displays near cultural resources shall be unobtrusive and compatible with the visual form of the resources.

FPASP Programmatic Agreement

Since the adoption of the FPASP and certification of the EIR/EIS, and consistent with the mitigation adopted in the FPASP, the FPASP applicants entered into a programmatic agreement (PA) with the U.S. Army Corp of Engineers (USACE) to fulfill the requirements in Section 106 of the National Historic Preservation Act. The PA was amended in 2013 and the project is subject to the requirements of the First Amended Programmatic Agreement (FAPA) to meet obligations under all applicable state and federal requirements that were in place at the time of its execution. The execution of the PA (and subsequent amendments) was a requirement of the EIR/EIS to comply with both federal and state laws, including CEQA, and allowed for a phased approach for the identification and determination of impacts to cultural resources.

The FAPA provides the framework for compliance and requires that each individual development in the Folsom Plan Area, including development associated with the project in the Folsom Plan Area, must comply with specific terms that include, but are not limited to, development of a project-specific Area of Potential Effects, a geoarchaeological investigation, an updated records search, good-faith identification efforts including pedestrian surveys, evaluation of significance of resources, a finding of effect, and the resolution of adverse effects to significant cultural resources. Furthermore, the FAPA requires that all work done in compliance with the FAPA be carried out in accordance with the overall research design and cultural resources management plan, initially titled the Preliminary Historic Properties Synthesis (PHPS) that has been prepared for the FPASP. The PHPS was renamed the Historic Property Management Plan in conjunction with the execution of the FAPA in 2013 (City of Folsom 2011b). The FAPA has since expired, however the USACE is processing the remaining documentation consistent with the FAPA.

3.3.2 Environmental Setting

REGIONAL PRECONTACT HISTORY

A tripartite classification system for cultural change in the Sacramento River Valley has been standard since the 1930s. More recently, this system has been adjusted based on modern radiocarbon calibration curves for the Georgian/Julian calendar (the terms B.C.E. for Before Common Era and C.E. for Common Era will be used). Based on this new system, the following classification system has been defined for the Precontact Period: Paleo-Indian (11,500–8550 cal [calibrated] B.C.E.), Lower Archaic (8550–5550 cal B.C.E.), Middle Archaic/Windmiller Pattern (5550–550 cal B.C.E.), Upper Archaic/Berkeley Pattern (550 cal B.C.E.– 1100 cal. C.E.), and Emergent/Augustine Pattern (1100 cal C.E.–Historic era Contact).

Paleo-Indian and Lower Archaic Periods (11,500–5550 cal B.C.E.)

There is little evidence of the Paleo-Indian and Lower Archaic periods in the Central Valley. Recent geoarchaeological studies have found that large segments of the Late Pleistocene landscape throughout the California lowlands have been buried or removed by periodic episodes of deposition and erosion. Periods of climate change and associated alluvial deposition occurred at the end of the Pleistocene (approximately 9050 cal B.C.E.) and at the beginning of the early Middle Holocene (approximately 5550 cal B.C.E.). Earlier studies had also estimated that Paleo-Indian and Lower Archaic sites along the lower stretch of the Sacramento River and San Joaquin River drainage systems had been buried by Holocene alluvium up to 33 feet (10 meters) thick that was deposited during the last 5,000 to 6,000 years. The formation of the Sacramento–San Joaquin Delta began during the early Middle Holocene. After approximately 1,000 cal B.C.E. during the Late Holocene, there were renewed episodes of alluvial fan and floodplain deposition.

The archaeological evidence that is available for the Paleo-Indian Period is primarily defined by basally thinned, fluted projectile points. These points are morphologically similar to well-dated Clovis points found elsewhere in North America. In the Central Valley, fluted points have been recovered from remnant features of the Pleistocene landscape

at only three archaeological localities, the Woolfsen Mound in Merced County; Tracey Lake in San Joaquin County; and Tulare Lake basin in Kings County.

Middle Archaic Period/Windmiller Pattern (5550–550 cal B.C.E.)

Archaeological sites dating to the first 3,000 years of the Middle Archaic are relatively scarce in the Sacramento Valley, mainly due to natural geomorphic processes. On the valley floor, sites are more common after 2550 cal. B.C.E. The archaeological record in the valley and foothills indicates the subsistence system during this period included a wide range of natural resources (e.g., plants, small and large mammals, fish, and waterfowl) indicating people followed a seasonal foraging strategy. Populations may have occupied lower elevations during the winter and moved to higher elevations in the summer.

Excavations at Windmiller Pattern sites have yielded abundant remains of terrestrial fauna (deer, tule elk, pronghorn, and rabbits) and fish (sturgeon, salmon, and smaller fishes). Projectile points with triangular blades and contracting stems are common at Windmiller Pattern sites. A variety of fishing implements such as angling hooks, composite bone hooks, spears, and baked clay artifacts, which may have been used as net or line sinkers, are also relatively common. The points are classified within the Sierra Contracting Stem and Houx Contracting Stem series. The presence of milling implements (grinding slabs, handstones, and mortar fragments) indicate that acorns or seeds were an important part of the Middle Archaic diet.

Upper Archaic Period/Berkeley Pattern (550 cal B.C.E. – 1100 cal. C.E.)

The Upper Archaic is characterized by a shift over a 1,000-year period to the more specialized, adaptive Berkeley Pattern. Excavated archaeological sites dating to the Upper Archaic indicate an increase in mortar and pestle groundstone technology. This change is supported by dated palaeobotanical remains and a decrease in slab milling stones and handstones. Archaeologists generally agree mortars and pestles are better suited to crushing and grinding acorns, while milling slabs and handstones may have been used primarily for grinding wild grass grains and seeds. New types of shell beads, charmstones, bone tools, and ceremonial blades are additional evidence of the more specialized technology present during this period.

The artifact assemblage in Berkeley Pattern sites demonstrates that populations continued to exploit a variety plant and animal resources from different environmental zones, including grassland, riparian, and freshwater marsh settings. Deposits of this temporal period have a characteristic well-developed brown midden containing hearth features, fire-fractured rock, storage pits, and house floors. These features indicate that Upper Archaic sites were intensively occupied by large populations.

Emergent Period/Augustine Pattern (1100 cal. C.E. – Historic era Contact)

The archaeological record for the Emergent or Late Precontact Period shows an increase in the number of archaeological sites associated with the Augustine Pattern in the Sacramento River Valley, as well as an increase in the number and diversity of artifacts. The Emergent Period was shaped by a number of cultural innovations, such as the bow and arrow and intricate fishing technology, as well as an elaborate social and ceremonial organization. Cultural patterns typical of the Emergent Period appear to be reflected in the cultural traditions known from historic period Native American groups.

During the Emergent Period, villages were located along major waterways with smaller settlements found in outlying areas. Settlements on natural levees and high spots in floodplains were common. House floors or other structural remains have been preserved at some sites dating to this period. The increase in sedentism and population growth led to the development of social stratification, with an elaborate social and ceremonial organization. Examples of items associated with rituals and ceremonials include flanged tubular pipes, incised patterned bird bone tubes and whistles, and baked clay effigies representing animals and humans. Mortuary practices changed to include flexed burials, cremations with grave goods and offerings, and pre-interment burning in a burial pit. Currency, in the form of clamshell disk beads, also developed during the later part of the period together with extensive exchange networks that included the Pacific Northwest and southern California (Ascent 2023:4-3).

ETHNOGRAPHY

The Native Americans who occupied the project vicinity at the time of Euro-American contact (ca. 1850s) are known as the Nisenan, also referred to as the Southern Maidu. Several ethnographers have studied the Maidu people and generally agree that Nisenan territory included the drainages of the Bear, American, Yuba, and southern Feather rivers. Their permanent settlements were generally located on ridges separating parallel streams, either on crests, knolls, or terraces part way up these ridges.

Nisenan territory offered abundant year-round food sources. Food gathering was based on seasonal ripening, but hunting, gathering, and fishing went on all year, with the greatest activity in late summer and early fall. They gathered many different staples, not depending on one crop.

Seasonal harvests were gathered for both communal and personal family use. Most activities and social behaviors such as status, sharing, trading, ceremonies, and disagreements were important adjuncts to the gathering and distribution of food. Extended families or whole villages of hill Nisenan would gather acorns. Men would hunt while women and children gathered the acorns knocked from the trees. Buckeye nuts, sugar and digger pine nuts, and hazelnuts were also gathered. Acorns were cracked on an acorn anvil and shelled. They were then ground into flour using a bedrock mortar (grinding rock) and a soaproot brush to control scattering the resulting flour. The flour was leached to remove the tannin then cooked in watertight baskets. Cooking was done with fire heated stones that were lifted with two sticks, dipped in water to clean them, and then dropped into the cooking basket. Enough soup and mush were usually prepared to last several days.

Roots were dug with a digging stick in the spring and summer and were eaten raw, steamed, baked, or dried and pounded in mortars and pressed into cakes to be stored for winter use. Wild onion (*chan*), sweet potato (*sí kum*), and "Indian potato" (*dúbus*) were the most desired. Wild carrot (*ba*) was used as medicine while wild garlic was used to wash the head and body.

Grasses, herbs, and rushes provided food and material for clothing and baskets. Clover (*Trifolium willdenovii*) was an important food for Nisenan people as it was the first fresh herb available after winter and its emergence set the timing of the Nisenan spring flower dance. Seeds were gathered using a seed beater and tray. They were then parched, steamed, dried, or made into mush. Many varieties of wild plums, native berries, grapes, and other native fruits were eaten. Manzanita berries were often traded to the valley or made into a cider-like drink.

Deer drives were common, with several villages participating and the best marksman doing the killing. The animals were often driven into a circle of fire then killed. Deer were also hunted using deadfalls, snares, and deerskin and antler decoys. Sometimes they were run down on soft ground or snow. Antelope were taken by surround, drives, and flag decoys while elk were usually killed along waterways on soft ground. The bear hunt was very ceremonial. Black bears were usually hunted in the winter. Lighted brands were often used to drive them from their dens. Grizzlies that lived on the valley floor were greatly feared and rarely hunted. Wildcats and California mountain lions were hunted for food and their skins. Rabbits and other small game were killed with blunted arrows and sticks. Traps, nets, snares, fire, and rodent hooks were also used. In the foothills and valley, nets were made into a fence where driven rabbits were entangled and clubbed. Drives generally took place in the late spring. The man in charge of the drive divided the catch. Other small animals were often caught and killed, with exception to the coyote. Game meat was baked, roasted, or dried.

Weirs, traps, harpoons, nets, and gorge hooks, as well as tule balsas and log canoes were used in fishing. Fish were poisoned using turkey mullein and soaproot or driven into shallow water and caught by hand. Freshwater mussels were obtained in the larger rivers. On the lower courses sturgeon and salmon were netted and speared. Whitefish, suckers, and trout were caught at higher elevations. Waterfalls were eel fishing (freshwater lamprey) stations; Salmon Falls, on the south fork of the American River was one such location.

Birds were taken with nets, arrows, snares, traps, and nooses. Owls, vultures, and condors were not killed. Bird skins and feathers were used for regalia, clothing, and decoration. Salt was acquired from springs near Lincoln, Cool, and Latrobe. It was also acquired from a plant with cabbage-like leaves gathered in the summer (Ascent 2023: 4-4).

CONTEMPORARY NATIVE AMERICAN SETTING

Defining tribal cultural resources involves the knowledge and expertise of living California Native Americans. As the embodiment of a continuous connection between tribal history and the landscape, they are uniquely qualified to act as the interpreters and stewards of their culture, including the ability to define the significance of the material remains and landscapes of their ancestor's lifeways.

As described above, the project is located on land traditionally inhabited by the Nisenan. Today, many descendants of Valley Nisenan still reside on lands once inhabited by their ancestors or on lands set aside for tribal communities by the federal government in California which may or may not been traditionally inhabited by their ancestors. Contemporary Californian Native American tribes with ancestral connections to the study area and Valley Nisenan heritage include the United Auburn Indian Community (UAIC), Shingle Springs Band of Miwok Indians (SSBMI), Ione Band of Miwok, and Wilton Rancheria.

These tribes today maintain connection to their history and culture in a multitude of ways, including through ceremony, language and traditional knowledge instruction, community service, and tribal governance. For example, a "Big Time" is typically celebrated every September to mark the start of autumn and acorn gathering time at Chaw'se Grinding Rock State Park in Pine Grove. This celebration includes serving traditional foods, traditional dancing, healing rituals, and worship in the roundhouse. Language and traditional skill classes are offered by most of the tribes, including by the SSBMI which has a Traditional Ecological Knowledge department to assist members with learning about respectful and traditional uses of plants and animals, and the UAIC who has a Pre-K through 8th grade school where key aspects of Native American culture and critical thinking are taught to prepare tribal members to face future challenges (Private School Review 2022; SSBMI 2022a). Tribal community service departments provide family support services to adults and children in order to promote the health and well-being of tribal community members and their families as well as connection to their heritage. Common services offered by all tribes include Indian Child Welfare Act advocacy and intervention, housing assistance, health care assistance, Elder programs, and grants and scholarships for higher education (Ione Band of Miwok Indians 2022; SSBMI 2022a; UAIC 2022; Wilton Rancheria 2022a). Governance on tribal lands is typically outlined by tribal prepared constitutions, codes and/or ordinances, and are carried out by tribal departments which are in turn typically overseen by the tribal council. This includes the office of Tribal Historic Preservation Officer. Because tribes retain inherent sovereign powers over their members and territory, SSBMI and the Wilton Rancheria also have Tribal Courts which serve as culturally-sensitive, independent judicial forums where tribal cultural values are held at the forefront of dispute resolutions (SSBMI 2022b; Wilton Rancheria 2022b).

HISTORIC SETTING

Regional History

Spanish exploration of the Central Valley dates to the late 1700s, but exploration of the northern section of the Central Valley and contact with its Native American population did not begin until the early 1800s. The second quarter of the 19th century encompasses the Mexican Period (ca. 1821–1848) in California. This period is an outgrowth of the Mexican Revolution, and its accompanying social and political views affected the mission system across California. In 1833, the missions were secularized, and their lands divided among the *Californios* as land grants called *ranchos*. These ranchos facilitated the growth of a semi-aristocratic group that controlled the larger ranchos. The work on these large tracts of land was accomplished by the forced labor of local Native Americans.

Simultaneously with the exploration of the Central Valley, trails were being blazed across Sierra Nevada plains and mountains, facilitating the westward migration of Euro-Americans. Early immigrants to California are typified by groups such as the 1841 Bartleson-Bidwell party and the 1844 Stevens-Murphy party. The commencement of the Mexican-American War in 1846 also affected the exploration and development of California, including the identification of new trails across the Sierra Nevada. The exploits of the Mormon Battalion and the establishment of the Mormon Emigrant Trail across the Sierra Nevada highlight these activities.

The discovery of gold at Sutter's Mill in Coloma in 1848 was the catalyst that caused a dramatic alteration of both Native American and Euro-American cultural patterns in California. After news of the discovery of gold spread, a

flood of Euro-Americans entered the region and gravitated to the area of the "Mother Lode." Initially, the Euro-American population grew slowly, but soon it exploded as the presence of large deposits of gold was confirmed in the Sacramento area. The Euro-American population of California quickly swelled, from an estimated 4,000 in 1848 to 500,000 in 1850. Sacramento, established in 1848 by John A. Sutter, also grew in population and was incorporated as a city in 1850 (Ascent 2023: 4-5).

The City of Folsom

The City of Folsom was established in 1848 when U.S. Army Captain Joseph Folsom and railroad pioneer Theodore Judah founded the town site near the Black Miners Bar mining spot on the American River, in the vicinity of present-day Folsom. The two men named the site Granite City, which was laid out in 1855. In 1856, the first train on the first railroad in the West arrived in Granite City from Sacramento. The new town became a center for stage and freight lines, which ran to the northern mining camps and farther northeast to Nevada. Following Captain Folsom's death, his successors renamed the town in his memory. By 1857, every lot in Folsom had been sold, and three new hotels had opened for business.

During the late 19th century Folsom experienced a surge of residential and infrastructure development. The State of California chose Folsom as the ideal site for a prison, and by 1880, Folsom State Prison opened its gates to its first inmates. State engineers finished construction on the city's historic truss bridge in 1893 to transport people and livestock across the American River. In 1895 the Folsom Powerhouse was constructed, facilitating the first long-distance transmission of electricity: 22 miles from Folsom to Sacramento. The powerhouse operated continuously from 1895 to 1952. Today, both the original powerhouse building and the distribution point in Sacramento are listed as California Historical Landmarks. Many buildings constructed in Folsom during the 1860s remain today, including the Wells Fargo building, built in 1860, and historic houses such as the Cohn House, which is listed as a National Landmark, and the Burnham Mansion and Hyman House, both constructed during the late 19th century. By 1917, the Rainbow Bridge opened to accommodate automobiles. Folsom's Chamber of Commerce filed incorporation papers with the Secretary of State in 1946, officially establishing Folsom as a city. During the late 20th century, the city experienced continued residential and community growth (City of Folsom 2018: 10-6).

RECORDS SEARCHES, AND SURVEYS

A records search for previously recorded archaeological and historic resources was conducted at the North Central Information Center, at California State University, Sacramento, for the City of Folsom 2035 General Plan Update (2018). Research for the 2035 General Plan included review of the literature at the cultural resources library in Sacramento, and at the California Room of the California State Library, also in Sacramento. This also included the FPASP Area (City of Folsom 2011a) and associated cultural resources.

Archaeological Sites

There are at least 301 recorded archaeological resources in the city. This count is regarded as a minimum because there are a number of archaeological sites inundated in Folsom Reservoir for which precise locational data is unavailable. Additionally, not all property within the city has been subjected to survey, and with time, evidence of past human presence becomes older and converts to archaeological sites. Because of the sensitive nature of archaeological materials, the location of sites is not for public disclosure. Archaeological resources are discussed below under separate headings for precontact and historic-era archaeological resources.

Precontact Archaeological Resources

Of the presently known archaeological resources in the city, 98 contain precontact archaeological materials: 87 are precontact archaeological sites representing California Native American occupation, and 13 contain both precontact and historic-era materials. Sites with precontact components consist predominantly of bedrock milling features with no other archaeological materials noted. Bedrock milling features are also found in the area with midden, lithic scatters (flaked and ground stone), and rock art. A few sites, such as CA-SAC-172 and CA-SAC-173, were simply called villages; presumably these archaeological resources contained habitation debris such as midden. Lithic scatters are common in the area as well. The city also contains isolated artifacts and sites with house pits. The precontact sites with historic materials appear to represent Native American habitation and food-processing sites that Euro-American

and Chinese miners later mined and occupied. Future archaeological study is needed to determine whether these and other precontact/historic-era archaeological resources represent historic-period Native American activities, as some historical studies indicate that many California Native Americans prospected for gold through about 1850. This latter topic of study is especially important for understanding the social context of California Native Americans in 19th-century Folsom.

Precontact archaeological resources are widely distributed throughout the city. The majority of such sites are situated adjacent to or near the American River and other watercourses, although archaeological sites are abundant in upland areas near smaller streams. Archaeological resources found in the latter context are typically smaller bedrock milling sites. Intensive mining north and south of Folsom, as well the damming of the North and South Forks of the American River, have rendered it difficult to estimate the density, types, and distribution of precontact archaeological resources in the City. Both land uses resulted in the destruction and obfuscation of archaeological sites under water, tailings, and structures. Recent urban and suburban development has also resulted in the damage and destruction of archaeological sites, although development proposals subject to federal, state, or local environmental regulations do result in the identification of many archaeological resources.

Historic-era Archaeological Resources

A total of 203 recorded archaeological resources currently known to exist in the city contain historic archaeological materials. Of these, 13 resources contain precontact archaeological materials in addition to historic items (see Precontact Archaeological Resources above) and 190 contain only historic materials. More than 50 percent of the historic archaeological resources are directly related to mining, consisting of placer mining grounds, adits and shafts, tailings, mining camps, and mining ditches. Although some mining sites are relatively small and discrete, the city is home to the Folsom Mining District (CA-SAC-308H), the setting for the Natomas Ground Sluice Diggings, Prairie city Diggings, and other extensive mining operations. Vast acreages within the city consist of dredge tailings, punctuated by shafts and other remnants of gold-mining endeavors. Other common historic archaeological materials comprise ranches and homesteads, evidenced by foundations and structure pads, privy pits, wells, rock walls and fences, and landscaping. Less common in Folsom are transportation features, such as historic railroads, bridges, and roads.

The Folsom Mining District is an extensive conglomerate of historic mining features associated with dredging throughout the project planning area. The historic Folsom Mining District has been recorded and studied in a largely piecemeal fashion and later subsumed under a single trinomial designation: CA-SAC-308H. This resource is a district in the sense established by the Office of Historic Preservation, possessing "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development". Here, "district" is a matter of classification and does not inherently stipulate particular treatments or regulations for CA-SAC-308H. As of September 30, 2010, however, seven portions of this district were evaluated for significance according to the criteria of the NRHP and the CRHR. Four were determined ineligible for listing in the NRHP. These elements of CA-SAC-308H have not been evaluated for eligibility to the CRHR. Such evaluations would need to be made should a proposed project affect these elements of CA-SAC-308H. Three elements of CA-SAC-308H have been determined eligible for the NRHP and are therefore listed on the CRHR. Should these eligible district elements be affected by the project, the lead agency would be required to determine whether project impacts are significant and propose reasonable mitigation measures to reduce the severity of impacts.

Historic-Era Features

The built environment in Folsom generally includes residential, commercial, and light industrial buildings. There are 35 historic-era resources known in the city that are listed on the NRHP, CRHR, or the city's local register. Listed historic built environment resources include structures such as water conveyance structures (Natomas Ditch System, Blue Ravine Segment; Coloma Road- Nimbus Dam), a bridge (Rainbow Bridge), and cemeteries (e.g., Chung Wah Cemetery). While portions of the project contain buildings that are 50 years in age or older, there are a substantial number of properties containing buildings that were constructed within the last 50 years.

Tribal Cultural Resources

Native American Consultation

Pursuant to AB 52 the City mailed notification letters to four tribal representatives on July 11, 2023. Tribal representatives included:

- Ione Band of Miwok Indians;
- United Auburn Indian Community of the Auburn Rancheria, G. Whitehouse, Chairperson;
- Wilton Rancheria, C. Hitchcock, Chairman; and
- Wilton Rancheria, R. Hatch, Director.

The specific details of the consultations are confidential pursuant to California law; however, a summary of events related to communication between the tribes and the City is provided herein. Anna M. Starkey, Cultural Regulatory Specialist, on behalf of UAIC, responded on July 31, 2023, that UAIC would like to engage in consultation with the City about the project. On August 1, 2023, UAIC and the City had a virtual meeting in which they discussed project specifics and tribal involvement in the project. During this meeting, UAIC revealed that some areas in Folsom are sensitive for tribal cultural resources. In addition, some documentation such as previous environmental documents and project related information was requested by UAIC, which the City provided on August 17, 2023. On October 13, 2023, the City contacted UAIC to determine if there was any additional input from the tribe about the project so that the environmental document could be finalized. No responses from the other tribes were received as a result of AB 52 notification.

3.3.3 Impacts and Mitigation Measures

METHODOLOGY

This impact analysis identifies the potential impacts of implementation of the project on archaeological, historical, and tribal cultural resources within the project planning area. This analysis is based on a review of the 2035 General Plan EIR and FPASP EIR/EIS. The impact analysis considers the known archaeological, historical, and tribal cultural resource environmental setting in the area, as well as the potential for previously undocumented resources, including human remains, and physical effects (i.e., disturbance, material alteration, demolition) to known and previously undocumented cultural resources that could result from implementation of the project. The analysis is also informed by the provisions and requirements of federal, state, and local laws and regulations that apply to cultural resources.

PRC Section 21083.2(g) defines a "unique archaeological resource" as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following CRHR-related criteria: (1) that it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) that it as a special and particular quality, such as being the oldest of its type or the best available example of its type; or (3) that it is directly associated with a scientifically recognized important precontact or historic event or person. An impact on a resource that is not unique is not a significant environmental impact under CEQA (State CEQA Guidelines Section 15064.5[c][4]). If an archaeological resource qualifies as a resource under CRHR criteria, then the resource is treated as a unique archaeological resource for the purposes of CEQA.

In addition, according to PRC Section 15126.4(b)(1), if a project adheres to the Secretary of the Interior's Standards for the Treatment of Historic Properties, the project's impact "will generally be considered mitigated below the level of a significance and thus is not significant".

For the purposes of the impact discussion, "historical resource" is used to describe built-environment historic-period resources. Archaeological resources (both precontact and historic-period), which may qualify as "historical resources" pursuant to CEQA, are analyzed separately from built-environment historical resources.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the State CEQA Guidelines, the project would result in a significant impact on cultural resources if it would:

- cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the State CEQA Guidelines;
- cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines;
- cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe; or
- disturb any human remains, including those interred outside of formal cemeteries.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.3-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource

The 2035 General Plan EIR Impact CUL-1 determined that implementation of the 2035 General Plan could result in impacts to historical resources and identified that impacts to historical resources would be significant and unavoidable. Similarly, Impact 3A.5-1 of the FPASP EIR/EIS determined that implementation of the FPASP could result in impacts to historical resources and identified that even with implementation of Mitigation Measures 3A.5-1a and 3A.5-1b, effects would remain significant and unavoidable. Future development associated with the project may be located on properties that contain previously unevaluated historic-age buildings or structures which could result in damage to or destruction to these features. If they are found to be eligible for listing in the NRHP, CRHR, the impact to historical resources would be potentially significant. Because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project. Therefore, there is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR. Project impacts would remain **significant and unavoidable**.`

Impact CUL-1 of the General Plan EIR evaluated the potential for implementation of the 2035 General Plan to result in impacts to historical resources. The General Plan EIR Impact CUL-1 concluded that impacts would be significant and unavoidable, and that there was no feasible mitigation because previously approved documentation related to historic resources had already included appropriate goals, policies, and mitigation measures related to historical resources.

For example, General Plan Policies NCR 5.1.1, NCR 5.1.2, NCR 5.1.4, and NCR 5.1.5 were determined to reduce impacts through evaluation and preservation of resources, as feasible. However, impacts were determined to remain significant with no mitigation available beyond compliance with General Plan policies because the environmental review process of future projects could not be assured to prevent the demolition or damage of historical resources. In some instances, it may be infeasible to protect a historic resource and it may need to be demolished, or it may be infeasible to minimize damage or destruction of known historic resources during construction. Additionally, the General Plan EIR concluded that properties that are not currently considered for potential historic significance could become eligible as historic resources during the life of the General Plan. Finally, ground-disturbing work was determined to result in direct impacts to historic-era features, some of which are likely to be eligible for listing on the CRHR and NRHP. Therefore, General Plan impacts to historic resources were determined to be to be significant and unavoidable.

The built environment in Folsom generally includes residential, commercial and light industrial buildings. As described previously, 35 historic-era resources in the General Plan Planning Area have been previously evaluated for listing in the NRHP, CRHR, and/or the Folsom Register of Historic Resources. Listed historic built environment resources include structures such as water conveyance structures (Natomas Ditch System, Blue Ravine Segment; Coloma Road-Nimbus Dam), a bridge (Rainbow Bridge), and cemeteries (e.g., Chung Wah Cemetery).

This project would result in the potential for increased residential density throughout the project planning area. Increased development would have the potential to result in an adverse change to historical resources throughout the project planning area. However, development would occur on the same footprint as previously analyzed in the General Plan EIR and FPASP EIR/EIS. Furthermore, development would be subject to federal, state, and local regulations designed to protect cultural resources. Table 3.3-1 includes existing federal, state, and City regulations, in addition to policies from the General Plan and mitigation measures for development of the Folsom Plan Area that would protect or manage historical resources that could be impacted by project development. The table includes how each cited regulation would protect sensitive resources.

Table 3.3-1 Applicable Regulatory Requirements and 2035 General Plan Goals/Policies for Historical Resources

Standard	Measure Identification	How the Regulation or Policy Avoids or Reduces Impact
Federal Regulation	National Historic Preservation Act	Requires federal agencies to take into account the effects of their actions to historic properties in advance for projects funded, permitted, or approved by any federal agency that could affect historical resources.
State Regulation	Public Resources Code Section 21000 et. seq.	Requires that lead agencies determine whether projects may have a significant effect on archaeological and historical resources.
State Regulation	California Historical Building Code	Provides alternative building regulations for historical buildings or structures so that the buildings can be maintained
City Requirement	Standard Construction Specifications and Details, General Provisions, Article 11. Cultural Resources	Requires contractors to stop work upon the discovery of unknown cultural or historic resources. An archaeologist must then be retained to evaluate the significance of the resource to establish mitigation requirements.
FPASP EIR/EIS	Mitigation Measure 3A.5-1a	The programmatic agreement provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the NHPA.
FPASP EIR/EIS	Mitigation Measure 3A.5-1b	Requires an inventory of cultural resources prior to development and evaluation for listing on the CRHR. Where possible, destruction of resources should be minimized or avoided, or treatment is required where damage or destruction cannot be avoided.
2035 General Plan Policy	Policy NCR 1.1.4 Native and Drought Tolerant Vegetation	Encourage new developments to plant native vegetation, including that which is important to Native American lifeways and values, and drought tolerant species and prohibit the use of invasive plants.
2035 General Plan Policy	Policy NCR 5.1.1: Historic Buildings and Sites	Require historic buildings and sites to be preserved or incorporated into the design of new development, whenever feasible.
2035 General Plan Policy	Policy NCR 5.1.2: Cultural Resources Inventory	Requires the maintenance of an inventory of prehistoric and historic resources, including structures and sites, which would minimize the chance that a historic resource would unknowingly be adversely impacted.
2035 General Plan Policy	Policy NCR 5.1.4: Applicable Laws and Regulations	Requires compliance with City, State, and Federal historic laws and regulations to protect and assist in the preservation of historic and archeological resources, which includes carrying out project-level cultural resources surveys, evaluations of significance, determinations of impact, and development of appropriate preservation or mitigation measures.
2035 General Plan Policy	Policy NCR 5.1.5: Funding Sources	Encourages obtaining Federal, State, and private funding and incentives for maintaining and rehabilitating historic buildings and sites, which would preserve existing resources.

Source: 2035 General Plan EIR.

Similar to the findings of the General Plan EIR and the FPASP EIR/EIS it cannot be assumed that impacts to historical resources could be reduced so that a substantial adverse effect would not occur. There is no additional mitigation available to reduce impacts to historical resources beyond compliance with regulations and General Plan policies

included in Table 3.3-1. However, because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project. There is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR. Thus, this impact would remain **significant and unavoidable**.

Mitigation Measures

The following mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:

- **Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.** Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the CRHR listing criteria and significance thresholds that apply under CEQA. Prior to ground-disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom or Caltrans), or the project applicant(s) of all project phases, with applicable agency oversight, shall perform the following actions:
- Retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist, and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate. The identification of sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements.
- For each resource that is determined eligible for the CRHR, the applicable agency or the project applicant(s) for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS.
- Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resources Code and 36 CFR Part 800.
- Where impacts cannot be avoided, the applicable agency or the project applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS.
- To support the evaluation and treatment required under this mitigation measure, the archaeologist retained by either the applicable oversight agency or the project applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment.
- These steps and documents may be combined with the phasing of management and documents prepared pursuant to the PA to minimize the potential for inconsistency and duplicative management efforts.

Significance after Mitigation

No additional mitigation is required for this impact beyond FPASP EIR/EIS Mitigation Measure 3A.5-1b. Impacts would remain **significant and unavoidable**, similar to the findings of the General Plan EIR and FPASP EIR/EIS. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR or the FPASP EIR/EIS.

Impact 3.3-2: Cause a Substantial Adverse Change in the Significance of an Archaeological Resource

The General Plan EIR Impact CUL-2 determined that implementation of the 2035 General Plan could result in significant impacts to archaeological resources and identified that even with implementation of Mitigation Measure CUL-2, effects would remain significant and unavoidable. Similarly, Impacts 3A.5-1 and 3A.5-2 determined that implementation of the FPASP could also result in impacts to archaeological resources and identified that even with implementation of Mitigation Measures 3.A5-1a, 3.5A-1b, and 3A.5-2 effects would remain significant and unavoidable. Future development associated with project could be located on parcels that contain known or unknown archaeological resources and ground-disturbing activities could result in discovery or damage of yet undiscovered archaeological resources as defined in CEQA Guidelines Section 15064.5. Therefore, there is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR or the FPASP EIR/EIS. Project impacts would remain **significant and unavoidable**.

Impact CUL-2 of the General Plan EIR concluded that implementation of the 2035 General Plan would impact archaeological resources through construction and development of future projects under the plan. Mitigation Measure CUL-2 was identified to add Implementation Program NCR 7 to the General Plan for inadvertent discovery of archaeological resources. However, the General Plan EIR concluded that future development associated with buildout of the General Plan would have the potential to significantly impact undiscovered archeological resources because it is technically infeasible to allow construction activities without the risk of damaging previously unknown resources. Impacts were determined to be significant and unavoidable.

As previously described, of the presently known archaeological resources in Folsom, 98 contain precontact archaeological materials: 87 are precontact archaeological sites representing California Native American occupation, whereas 13 contain both precontact and historic-era materials. Sites with precontact components consist predominantly of bedrock milling features with no other archaeological materials noted. Of these, 13 resources contain precontact archaeological materials in addition to historic items (see Precontact Archaeological Resources above) and 190 contain only historic materials. There are a total of 301 recorded archaeological resources in the city.

In addition, the FPASP area contains numerous identified precontact and historic-era cultural resources. The density of identified historic and precontact archaeological resources suggests that most of the Folsom Plan Area is sensitive for additional undiscovered precontact and historic cultural resources. As a result, Mitigation Measures 3A.5-1b and 3A.5-2 were provided to protect archaeological resources in the Folsom Plan Area.

The project would result in the potential for increased residential density throughout the project planning area. Increased development has the potential to result in inadvertent discovery of and impacts to archaeological resources as a result of the high archaeological sensitivity of the city, including the Folsom Plan Area. While no new undeveloped sites are proposed for development, more intensive future development could result in additional construction activities such as sub-surface excavation that could cause a substantial adverse change in archaeological resources. However, development would be subject to state and local regulations, as well as General Plan policies and FPASP EIR/EIS mitigation designed to reduce impact to cultural resources. Table 3.3-2 includes existing federal, state, and City regulations, in addition to policies from the 2035 General Plan and mitigation measures for development of the Folsom Plan Area that protect archaeological resources. The table sets forth how each cited regulation acts to protect sensitive resources.

Table 3.3-2 Applicable Regulatory Requirements and 2035 General Plan Goals/Policies for Unique Archaeological Resources

	Measure Identification	How the Regulation or Policy Avoids or Reduces Impact
State Regulation	Public Resources Code Section 21000 et. seq.	Requires that lead agencies determine whether projects may have a significant effect on archaeological and historical resources.
City Requirement	Standard Construction Specifications and Details, General Provisions, Article 11. Cultural Resources	Requires contractors to stop work upon the discovery of unknown cultural or historic resources. An archaeologist must then be retained to evaluate the significance of the resource to establish mitigation requirements.
FPASP EIR/EIS	Mitigation Measure 3A.5-1b	Requires an inventory of cultural resources prior to development and evaluation for listing on the CRHR. Where possible, destruction of resources should be minimized or avoided, or treatment is required where damage or destruction cannot be avoided.
FPASP EIR/EIS	Mitigation Measure 3A.5-2	Requires construction worker awareness training, on-site monitoring if required, and stopping work if cultural of potentially historic resources are discovered. Requires assessing the significance of the find and performing treatment or avoidance as required.
2035 General Plan Policy	Policy NCR 5.1.2: Cultural Resources Inventory	Requires the maintenance of an inventory of prehistoric and historic resources, including structures and sites, which would minimize the chance that a historic resource would unknowingly be adversely impacted.
2035 General Plan Policy	Policy NCR 5.1.3: Nominate Additional Cultural Resources	Calls for the nomination of additional buildings and sites to the City of Folsom Cultural Resources Inventory of locally significant cultural resources, which would lead to protection of additional resources.
2035 General Plan Policy	Policy NCR 5.1.4: Applicable Laws and Regulations	Requires compliance with City, State, and Federal historic laws and regulations to protect and assist in the preservation of historic and archeological resources, which includes carrying out project-level cultural resources surveys, evaluations of significance, determinations of impact, and development of appropriate preservation or mitigation measures.

Source: 2035 General Plan EIR.

Similar to findings of the General Plan EIR, it cannot be assumed that impacts to archaeological resources could be reduced so that a substantial adverse effect would not occur. The project would have the potential to significantly impact undiscovered archeological resources because it is technically infeasible to allow construction activities without the risk of damaging previously unknown resources. However, because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project. There is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR. Nonetheless, this impact would remain **significant and unavoidable.**

Mitigation Measures

The following mitigation measures from the FPASP EIR/EIS are applicable for rezone sites located within the Folsom Plan Area:

- **Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.** See Impact 3.3-1.
- **Mitigation Measure 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.** To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:
  - Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon sensitivity of

the project APE, to educate them about the possibility of encountering buried cultural resources, and inform them of the proper procedures should cultural resources be encountered.

- As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.
- Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation before resuming construction activities at the archaeological site.

Significance after Mitigation

No additional mitigation is required for this impact beyond the General Plan EIR Mitigation Measure CUL-2 and FPASP EIR/EIS Mitigation Measures 3A.5-1b, and 3A.5-2. Impacts would remain **significant and unavoidable**, similar to the findings of the General Plan EIR. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR.

Impact 3.3-3: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

General Plan EIR Impact TCR-1 determined that implementation of the 2035 General Plan could result in significant impacts to archaeological resources and identified that there are no feasible available mitigations that would reduce this impact to a less than significant level, and effects would remain significant and unavoidable. Future development associated with this project could be located on properties that contain known or unknown tribal cultural resources which could result in damage to or destruction of these resources. However, development within the City and Folsom Plan Area would not occur on any sites beyond those already analyzed in the General Plan EIR and FPASP EIR/EIS. Since potential for impacts to tribal cultural resources remain, the project impacts would be significant. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR. Nonetheless, project impacts would remain **significant and unavoidable**.

Impact TCR-1 of the General Plan EIR analyzed impacts to tribal cultural resources. The General Plan EIR concluded that effects on tribal cultural resources are only knowable once a specific project has been proposed because the effects are highly dependent on both the individual project site conditions and the characteristics of the proposed activity. General Plan policies were determined to reduce impacts through evaluation and preservation of tribal cultural resources, as feasible. Project-level CEQA review during implementation of the General Plan would result in a determination as to whether or not tribal cultural resources are present and will be impacted. Therefore, impacts were determined to be significant and unavoidable.

The FPASP EIR/EIS did not address impacts to tribal cultural resources because AB 52 went into effect on July 1, 2015, several years after the adoption of the FPASP. However, as required by Mitigation Measures 3A.5-1a of the FPASP EIR/EIS a PA was prepared as part of the FPASP for the identification and determination of impacts to cultural resources. The PA and subsequent FAPA were executed between the USACE and State Historic Preservation Officer, with several concurring parties including the City of Folsom and local tribes. All concurring parties received copies of technical documentation and determinations of eligibility and effect made by the USACE for development in the FPASP.

Pursuant to AB 52, the City sent letters inviting tribal consultation related to the project to four tribal representatives. As described above, UAIC responded to the consultation invitation from the City. Multiple locations within the project planning area were identified to have tribal cultural resources or as highly sensitive for tribal cultural resources. However, approval of the project would not result in immediate impacts to trial cultural resources because the project does not include ground-disturbing activities. It is possible that additional tribal cultural resources could be identified during analysis of subsequent projects. Implementation of projects contemplated in the proposed plan may require subsequent discretionary approvals and site-specific project-level analyses to fulfill CEQA requirements, which may include additional AB 52 consultation and identification of tribal cultural resources. Future development would be subject to state regulations as well as City requirements and policies to minimize impacts to tribal cultural resources. Table 3.3-3 includes existing state, and City regulations, in addition to policies from the 2035 General Plan and mitigation measures for development of the Folsom Plan Area that would protect tribal cultural resources. The table includes how each cited regulation would protect sensitive resources.

Table 3.3-3 Applicable Regulatory Requirements and Proposed 2035 General Plan Goals/Policies for Tribal Cultural Resources

	Measure Identification	How the Regulation or Policy Avoids or Reduces Impact
State Regulation	SB 18	Requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan, or when dedicating open space that contains Native American cultural places.
State Regulation	AB 52 / PRC Section 21080.3.1(e)	Requires local and state governments to consult with California Native American tribes as part of CEQA review.
City Requirement	Standard Construction Specifications and Details, General Provisions, Article 11. Cultural Resources	Requires contractors to stop work upon the discovery of unknown cultural or historic resources. An archaeologist must then be retained to evaluate the significance of the resource to establish mitigation requirements.
FPASP EIR/EIS	Mitigation Measure 3A.5-1a	The programmatic agreement provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the NHPA.
FPASP EIR/EIS	Mitigation Measure 3A.5-2	Requires construction worker awareness training, on-site monitoring if required, and stopping work if cultural of potentially historic resources are discovered. Requires assessing the significance of the find and performing treatment or avoidance as required.
FPASP EIR/EIS	Mitigation Measure 3A.5-3	Requires suspending ground-disturbing activities if human remains are encountered and compliance with California Health and Safety Code Procedures.
2035 General Plan Policy	Policy NCR 1.1.4 Native and Drought Tolerant Vegetation	Encourage new developments to plant native vegetation, including that which is important to Native American lifeways and values, and drought tolerant species and prohibit the use of invasive plants.
2035 General Plan Policy	Policy NCR 5.1.2: Cultural Resources Inventory	Requires the maintenance of an inventory of prehistoric and historic resources, including structures and sites, which would minimize the chance that a historic resource would unknowingly be adversely impacted.
2035 General Plan Policy	Policy NCR 5.1.3: Nominate Additional Cultural Resources	Calls for the nomination of additional buildings and sites to the City of Folsom Cultural Resources Inventory of locally significant cultural resources, which would lead to protection of additional resources.
2035 General Plan Policy	Policy NCR 5.1.4: Applicable Laws and Regulations	Requires compliance with City, State, and Federal historic laws and regulations to protect and assist in the preservation of historic and archeological resources, which includes carrying out project-level cultural resources surveys, evaluations of significance, determinations of impact, and development of appropriate preservation or mitigation measures.

Source: 2035 General Plan EIR.

Even with adherence to the regulations, policies, and mitigation in Table 3.3-3 development under the project could still permit the loss of tribal cultural resources and landscapes that may be of cultural or religious significance to California Native American tribes. However, because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project. While there is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR, the potential for impact would remain **significant and unavoidable**.

Mitigation Measures

The following mitigation measures from the FPASP EIR/EIS are applicable for rezone sites located within the Folsom Plan Area:

- **Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.** See Impact 3.3-1.
- **Mitigation Measure 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.** See Impact 3.3-2.

Significance after Mitigation

No mitigation is required beyond implementation of General Plan Policy NCR 5.1.4, and FPASP EIR/EIS Mitigation Measures 3A.5-1b, 3A.5-2, and 3A.5-3. Impacts would remain **significant and unavoidable**, similar to the findings of the General Plan EIR. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR.

Impact 3.3-4: Disturb Human Remains

The General Plan EIR Impact CUL-4 determined that implementation of the 2035 General Plan could result in impacts to human remains Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 were determined to reduce impacts to a less-than-significant level. Although much of the area north of Highway 50 is built out, the potential for un-marked human interments still exists in Folsom and the surrounding area. Similarly, Impact 3A.5-3 of the FPASP EIR/EIS determined that implementation of the FPASP could result in impacts to human remains and identified that with implementation of Mitigation Measure 3.A5-3 effects would be less than significant. Ground-disturbing construction activities associated with implementation of the project could uncover previously unknown human remains. Development would be subject to the same state and local regulations as development under the General Plan EIR. Therefore, there is no new significant effect and the impact is not more severe than the impact identified in the 2035 General Plan EIR. Impacts would be **less than significant**.

Impact CUL-4 of the General Plan EIR evaluated the potential for implementation of the 2035 General Plan to result in impacts to human remains. The impact was determined to be less than significant with implementation of state and local regulations that require appropriate actions for the discovery of human remains. For example, it was concluded that compliance with California Health and Safety Code Section 7050.5 and California PRC Section 5097 would provide protection for human remains. This project would result in the future construction and development of residential land uses. Because the location of grave sites and Native American remains can occur outside of identified cemeteries or burial sites, there is a possibility that unmarked, previously unknown Native American or other graves could be present within future residential development project and uncovered by project-related construction activities. In addition, the FPASP area evaluated the potential for implementation of the FPASP to result in impacts to human remains. The impact was determined to be less than significant with implementation of Mitigation Measure 3A.5-3.

California law recognizes the need to protect Native American human burials, skeletal remains, and items associated with Native American burials from vandalism and inadvertent destruction. The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.

These statutes require that, if human remains are discovered, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the appropriate County coroner shall be notified immediately. If the remains are determined by the coroner to be Native American, NAHC shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated Most Likely Descendant (MLD), and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.94.

In addition, the density of identified historic and precontact archaeological resources suggests that most of the Folsom Plan area is sensitive for interred human remains. Development within the Folsom Plan Area, which contains numerous identified precontact and historic-era cultural resources, would be subject to Mitigation Measure 3A.5-3 to suspend ground disturbing activities if human remains are encountered and comply with California Health and Safety Code procedures.

Development as part of the project could result in ground disturbance that may result in impact to human remains. Table 3.3-4 includes existing federal, state, and City regulations, in addition to mitigation measures for development of the Folsom Plan Area that direct treatment of human remains. The table sets forth how each cited regulation would protect sensitive resources, such as human remains.

Table 3.3-4 Applicable Regulatory Requirements and Proposed 2035 General Plan Goals/Policies for Human Remains

	Measure Identification	How the Regulation or Policy Avoids or Reduces Impact
Federal Regulation	American Indian Religious Freedom Act	Establishes that traditional religious practices and beliefs, sacred sites (such as burial sites), and the use of sacred objects shall be protected and preserved.
State Regulation	California Public Resources Code Section 5097.	Specifies the archaeological, paleontological, and historical and sacred site procedures that must occur both prior to and during construction of any major public works project on state or public lands.
State Regulation	California Health and Safety Code Sections 7050.5 – 7055	Requires that construction or excavation must be stopped in the vicinity of discovery of human remains until the County Coroner can determine whether the remains are those of a Native American.
State Regulation	SB 18 - Government Code 65352.3	Requires the City to conduct consultation with California Native American tribes prior to the adoption or amendment of a city or county's general plan, which could identify burial sites.
City Requirement	Standard Construction Specifications and Details, General Provisions, Article 11. Cultural Resources	Requires contractors to stop work upon the discovery of unknown cultural or historic resources. An archaeologist must then be retained to evaluate the significance of the resource to establish mitigation requirements.
FPASP EIR/EIS	Mitigation Measure 3A.5-2	Requires construction worker awareness training, on-site monitoring if required, and stopping work if cultural of potentially historic resources are discovered. Requires assessing the significance of the find and performing treatment or avoidance as required.
FPASP EIR/EIS	Mitigation Measure 3A.5-3	Requires suspending ground-disturbing activities if human remains are encountered and compliance with California Health and Safety Code Procedure.
2035 General Plan Policy	Policy NCR 5.1.4: Applicable Laws and Regulations	Requires compliance with City, State, and Federal historic laws and regulations to protect and assist in the preservation of historic and archeological resources, which includes carrying out project-level cultural resources surveys, evaluations of significance, determinations of impact, and development of appropriate preservation or mitigation measures.

Source: 2035 General Plan EIR.

Compliance with City, State, and Federal historic laws and regulations and mitigation to protect and assist in the preservation of historic and archeological resources included in Table 3.3-4 would reduce potential impacts to human remains. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR. Impacts would be **less than significant**.

Mitigation Measures

The following mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:

- **Mitigation Measure 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.** In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the applicable county coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).

  After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated MLD shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.

  Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an MLD shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have at least 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by Assembly Bill (AB) 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:

  - record the site with the NAHC or the appropriate Information Center,
  - use an open-space or conservation zoning designation or easement, or
  - record a document with the county in which the property is located.

  The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an MLD or if the MLD fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the MLD and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.

  Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

Significance after Mitigation

No additional mitigation is required for this impact beyond compliance with FPASP Mitigation Measure 3A.5-3. Impacts would be **less than significant**, similar to the findings of the General Plan EIR and FPASP. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR.

3.4 ENERGY

Since certification of the 2035 General Plan E IR, Appendix G of the State CEQA Guidelines has been amended to address energy consumption and compliance with applicable renewable energy or energy efficiency plans. At the time, the 2035 General Plan EIR was prepared and certified, energy efficiency related impacts were included as Appendix F to the State CEQA Guidelines. The 2035 General Plan EIR evaluated the Plan's energy demand and the impacts related to energy as part of Appendix F of the State CEQA Guidelines and in the context of utilities and utility infrastructure.

This section evaluates whether implementation of the proposed City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project (project) would result in an environmental impact related to the inefficient, wasteful, or unnecessary consumption of energy. Additionally, this section evaluates the project's consistency with applicable plans related to energy conservation or renewable energy. Applicable federal, state, and local policies related to energy demand and supply are summarized below and a description of energy infrastructure within the project area is provided. The capacity of existing and proposed infrastructure to serve the project is evaluated in Section 3.11, "Utilities and Service Systems."

No comments pertaining to energy were received in response to the notice of preparation.

3.4.1 Regulatory Setting

Energy conservation is embodied in many federal, State, and local statutes and policies. At the federal level, energy standards apply to numerous products (e.g., the U.S. Environmental Protection Agency's [EPA] EnergyStar™ program) and transportation (e.g., fuel efficiency standards). At the State level, Title 24 of the California Code of Regulations sets forth energy standards for buildings. Further, the State provides rebates/tax credits for installation of renewable energy systems, and offers the Flex Your Power program that promotes conservation in multiple areas. At the local level, individual cities and counties establish policies in their general plans and climate action plans (CAPs) related to the energy efficiency of new development and land use planning and to the use of renewable energy sources.

FEDERAL

Energy Policy and Conservation Act and CAFE Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this act, the National Highway Traffic and Safety Administration, part of the U.S. Department of Transportation (DOT), is responsible for revising existing fuel economy standards and establishing new vehicle economy standards.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Compliance with the CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale. The EPA calculates a CAFE value for each manufacturer based on the city and highway fuel economy test results and vehicle sales. The CAFE values are a weighted harmonic average of the EPA city and highway fuel economy test results. Based on information generated under the CAFE program, DOT is authorized to assess penalties for noncompliance. Under the Energy Independence and Security Act of 2007 (described below), the CAFE standards were revised for the first time in 30 years.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 (EPAct) was passed to reduce the country's dependence on foreign petroleum and improve air quality. The EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. The EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In

addition, financial incentives are also included in the EPAct. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act of 2007 increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly fivefold increase over current levels. It also reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent.

By addressing renewable fuels and the CAFE standards, the Energy Independence and Security Act of 2007 builds upon progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century; however, in August of 2018, the NHTSA and EPA proposed the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks, which would decrease the stringency of CAFE standards. The Proposed Rule would maintain the existing standards until 2020 with a zero percent increase in fuel efficiency until 2026. Part One of the SAFE Rule, which became effective on November 26, 2019, revokes the federal Clean Air Act waiver that California obtains from EPA to set more stringent fuel economy standard. At the time of preparing this environmental document, the exact implications of the SAFE Rule on the energy efficiency of California's vehicle fleet is unknown.

STATE

Warren-Alquist Act

The 1974 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The creation of the act occurred as a response to the State legislature's review of studies projecting an increase in statewide energy demand, which would potentially encourage the development of power plants in environmentally sensitive areas. The act introduced State policy for siting power plants to reduce potential environmental impacts and sought to reduce demand for these facilities by directing CEC to develop statewide energy conservation measures to reduce wasteful, inefficient, and unnecessary uses of energy. Conservation measures recommended establishing design standards for energy conservation in buildings, which ultimately resulted in the creation of the Title 24 Building Energy Efficiency Standards (California Energy Code). These standards are updated regularly and remain in effect today. The act additionally directed CEC to cooperate with the Governor's Office of Planning and Research, the California Natural Resources Agency, and other interested parties in ensuring that a discussion of wasteful, inefficient, and unnecessary consumption of energy is included in all EIRs required on local projects.

State of California Energy Action Plan

CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 2003 *Energy Action Plan* (2008 update), which calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assisting public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, as well as encouraging urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to AB 2076 (Chapter 936, Statutes of 2000), CEC and the California Air Resources Board (CARB) prepared and adopted a joint agency report in 2003, *Reducing California's Petroleum Dependence*. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT (CEC and CARB 2003). Further, in response to CEC's 2003 and 2005 Integrated Energy Policy Reports (IEPRs), the governor directed CEC to take the lead in developing a long-term plan to increase alternative fuel use.

A performance-based goal of AB 2076 was to reduce petroleum demand to 15 percent below 2003 demand by 2030.

Integrated Energy Policy Report

Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) required CEC to "conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The Energy Commission shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety" (PRC Section 25301[a]). This work culminated in preparation of the first Integrated Energy Policy Report (IEPR).

CEC adopts an IEPR every 2 years and an update every other year. The 2019 IEPR, which is the most recent IEPR, was adopted January 31, 2020. The 2019 IEPR provides a summary of priority energy issues currently facing the state, outlining strategies and recommendations to further the State's goal of ensuring reliable, affordable, and environmentally responsible energy sources. Energy topics covered in the report include progress toward statewide renewable energy targets and issues facing future renewable development; efforts to increase energy efficiency in existing and new buildings; progress by utilities in achieving energy efficiency targets and potential; improving coordination among the state's energy agencies; streamlining power plant licensing processes; results of preliminary forecasts of electricity, natural gas, and transportation fuel supply and demand; future energy infrastructure needs; the need for research and development efforts to statewide energy policies; and issues facing California's nuclear power plants (CEC 2022).

Legislation Associated with Electricity Generation

The state has passed multiple pieces of legislation requiring the increasing use of renewable energy to produce electricity for consumers. California's Renewable Portfolio Standard (RPS) Program was established in 2002 (SB 1078) with the initial requirement to generate 20 percent of their electricity from renewable by 2017, 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011), 52 percent by 2027 (SB 100 of 2018), 60 percent by 2030 (also SB 100 of 2018), and 100 percent by 2045 (also SB 100 of 2018). More detail about these regulations is provided in Section 3.5, "Greenhouse Gas Emissions and Climate Change."

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a state plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan in partnership with CARB and in consultation with other state, federal, and local agencies. The plan presents strategies and actions California must take to increase the use of nonpetroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. The plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce greenhouse gas (GHG) emissions, and increase in-state production of biofuels without causing a significant degradation to public health and environmental quality.

California Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the California Energy Code. The code was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy-efficiency standards for residential and nonresidential buildings. CEC updates the California Energy Code every 3 years, typically including more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions. The 2022 California Energy Code went into effect on January 1, 2023. The 2022 California Energy Code advances the on-site energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar photovoltaic (PV) system and battery storage standards, and strengthening ventilation standards to improve indoor air quality. CEC estimates that the 2022 California Energy Code will save consumers $1.5 billion and reduce GHGs by 10 million metric tons of carbon dioxide-equivalent over the next 30 years (CEC 2021).

California Green Building Standards (Title 24, Part 11)

The California Green Building Standards, also known as CALGreen, is a reach code (i.e., optional standards that exceed the requirements of mandatory codes) developed by CEC that provides green building standards for Statewide residential and nonresidential construction. The current version is the 2022 CALGreen Code, which took effect on January 1, 2023. As compared to the 2019 CALGreen Code, the 2022 CALGreen Code strengthened sections pertaining to electric vehicle (EV) and bicycle parking, water efficiency and conservation, and material conservation and resource efficiency, among other sections of the CALGreen Code. The CALGreen Code sets design requirements equivalent to or more stringent than those of the California Energy Code for energy efficiency, water efficiency, waste diversion, and indoor air quality. These codes are adopted by local agencies that enforce building codes and used as guidelines by State agencies for meeting the requirements of Executive Order B-18-12.

Legislation Associated with Greenhouse Gas Reduction

The state has passed legislation that aims to reduce GHG emissions. The legislation often has an added benefit of reducing energy consumption. SB 32 requires a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. Executive Order S-3-05 sets a long-term target of reducing statewide GHG emissions by 80 percent below 1990 levels by 2050.

SB 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. The Advanced Clean Cars program, approved by CARB, combines the control of GHG emissions and criteria air pollutants and the increase in the number of zero-emission vehicles into a single package of standards. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025.

Implementation of the state's legislation associated with GHG reduction will have the co-benefit of reducing California's dependency on fossil fuel and making land use development and transportation systems more energy efficient.

More details about legislation associated with GHG reduction are provided in the regulatory setting of Section 3.5, "Greenhouse Gas Emissions and Climate Change."

LOCAL

Folsom General Plan

The 2035 General Plan includes policies that promote energy conservation and reduction strategies. The following policies are applicable to the project (Folsom 2021):

- Policy NCR 3.1.3 Reduce Vehicle Miles Traveled: Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit.

- 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 minimum of 15 percent reduction in emissions when compared to an "unmitigated baseline" project.
- Policy NCR 3.2.1 Community Greenhouse Gas Reductions: Reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020, and further reduce community emissions by:
  - 40 percent below the 2020 target by 2030;
  - 51 percent below the 2020 target by 2040, and
  - 80 percent below the 2020 target by 2050
- Policy NCR 3.2.2 Municipal Greenhouse Gas Reductions: Reduce municipal GHG emissions by 15 percent below 2005 baseline levels by 2020, and further reduce municipal emissions by:
  - 40 percent below the 2020 target by 2030;
  - 51 percent below the 2020 target by 2040, and
  - 80 percent below the 2020 target by 2050
- Policy NCR 3.2.3 Greenhouse Gas Reduction in New Development: Reduce greenhouse gas emissions from new development by encouraging development that lowers vehicle miles traveled (VMT), and discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions while maintaining the balance of housing types Folsom is known for.
- Policy NCR 3.2.6 Coordination with SMAQMD: Coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution from both construction and operations, if not already provided for through project design.
- Policy NCR 3.2.7 Preference for Reduced-Emission Equipment: Require contractors to use reduced-emission equipment for City construction projects and contracts for services.
- Policy LU 1.1.6 Compact Development Patterns: Encourage compact development patterns that support walking, bicycling, transit usage, and more efficient use of land.
- Policy LU 1.1.13 Sustainable Building Practices: Promote and, where appropriate, require sustainable building practices 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.
- Policy LU 1.1.14 Promote Resiliency: Continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations, as well as upstream, neighboring, and regional groups to effectively partner on and promote the issues relating to air quality, renewable energy systems, sustainable land use, adaptation, and the reduction of greenhouse gas (GHG) emissions.
- Policy LU 4.1.2 Mix of Uses Near Station: Encourage new development around transit stations that mix retail with a variety of housing and employment options to transform Folsom stations into destinations that take advantage of public investment in transit.
- Policy LU 4.1.3 Maximize TOD-Related CEQA Streamline Benefits: Assist property owners and developers interested in building high-density housing and employment within SACOG Transit Priority Areas (i.e., one-half mile of light rail stations) to maximize CEQA streamlining benefits available through SACOG's MTP/SCS.
- Policy LU 6.1.3 Efficiency Through Density: Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot

developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.

- Policy M 1.1.7 Transportation System Management: Require a transportation system management (TSM) program that applies to existing as well as future development and will ensure the assumed reduction in peak hour vehicle trips.
- Policy M 1.1.9 Transportation Demand Management: Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city.
- Policy M 4.2.4: Electric Vehicle Charging Stations: Encourage the installation of electric vehicle charging stations in parking spaces throughout the city, prioritizing installations at multi-family residential units.
- Policy M 6.1.3 Support Zero- and Low-Emission Vehicle Adoption: The City shall continue to support rapid adoption of zero-emissions and low-emission vehicles by:
  - installing public charging stations at City facilities,
  - streamlining the permit-process for private electric vehicle charging stations (including home charging stations), and
  - developing guidelines and standards for dedicated and preferential parking for zero and low-emissions vehicles (including charging stations for plug-in electric vehicles, where necessary).
- Policy H-7.1 Increase Energy Efficiency: The City shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.
- Policy H-7.2 Smart Growth: The City shall encourage "smart growth" that accommodates higher density residential uses near transit, bicycle-, and pedestrian-friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use.

3.4.2 Environmental Setting

PHYSICAL SETTING

Energy Facilities and Services in the Project Planning Area

Electric services are provided to the City by SMUD. Natural gas is supplied to the City from Pacific Gas and Electric. See Section 3.11, "Utilities and Service Systems," for more detailed information on electrical and natural gas infrastructure specifically serving the project planning area.

The proportion of SMUD-delivered electricity generated from eligible renewable energy sources is anticipated to increase over the next three decades to comply with the SB 100 goals described in Section 3.5.1, "Regulatory Setting."

Energy Types and Sources

California relies on a regional power system composed of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. One-third of energy commodities consumed in California is natural gas. In 2021, approximately 38 percent of natural gas consumed in the State was used to generate electricity. Large hydroelectric powered approximately 9 percent of electricity and renewable energy from solar, wind, small hydroelectric, geothermal, and biomass combustion totaled 34 percent (SMUD 2023). In 2021 SMUD provided its customers with 30 percent eligible renewable energy (i.e., biomass combustion, geothermal, small scale hydroelectric, solar, and wind) and 18 percent and 52 percent from large scale hydroelectric and natural gas, respectively (SMUD 2023). The contribution of in- and out-of-State power plants depends on the precipitation that occurred in the previous year, the corresponding amount of hydroelectric power that is available, and other factors.

Alternative Fuels

A variety of alternative fuels are used to reduce demand for petroleum-based fuel. The use of these fuels is encouraged through various Statewide regulations and plans (e.g., Low Carbon Fuel Standard, AB 32 Scoping Plan). Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many transportation fuels, including biodiesel, electricity, ethanol (E-10 and E-85), hydrogen, natural gas (methane in the form of compressed and liquefied natural gas), propane, renewable diesel (including biomass-to-liquid), synthetic fuels, and gas-to-liquid and coal-to-liquid fuels.

California has a growing number of alternative fuel vehicles through the joint efforts of CEC, CARB, local air districts, federal government, transit agencies, utilities, and other public and private entities. As of August 2023, California contained over 16,000 alternative fueling stations (AFDC 2023).

ENERGY USE FOR TRANSPORTATION

In 2021, the transportation sector comprised the largest end-use sector of energy in the State totaling 37.8 percent, followed by the industrial sector totaling 23.2 percent, the residential sector at 20.0 percent, and the commercial sector at 19.0 percent (EIA 2020). On-road vehicles use about 90 percent of the petroleum consumed in California. CEC reported retail sales of 448 million and 45 million gallons of gasoline and diesel, respectively, in Sacramento County in 2021 (the most recent data available) (CEC 2023). The California Department of Transportation (Caltrans) projects that 996 million gallons of gasoline and diesel will be consumed in Sacramento County in 2030 (Caltrans 2008). On-road vehicles use about 90 percent of the petroleum consumed in California. The California Department of Transportation (Caltrans) projected 782 million gallons of gasoline and diesel were consumed in Sacramento County in 2015, an increase of approximately 88 million gallons of fuel from 2010 levels (Caltrans 2008). Gasoline and diesel use is currently in decline in California, even though transportation remains the largest energy use sector for energy.

ENERGY USE AND CLIMATE CHANGE

Scientists and climatologists have produced evidence that the burning of fossil fuels by vehicles, power plants, industrial facilities, residences, and commercial facilities has led to an increase of the earth's temperature. For an analysis of GHG production and the project's impacts on climate change, refer to Section 3.5, "Greenhouse Gas Emissions and Climate Change."

3.4.3 Impacts and Mitigation Measures

METHODOLOGY

The General Plan EIR was prepared before the addition of energy to Appendix G of the State CEQA Guidelines. Therefore, energy impacts were assessed as part of Appendix F of the State CEQA Guidelines and energy infrastructure was analyzed as part of the General Plan EIR utilities analysis. While energy would have been consumed from construction and operation during buildout of the General Plan, this energy demand was not estimated. The analysis below determines if the project would result in significant energy impacts. To assess whether the project would result in a substantially new severe impact related to energy, construction, and operational energy associated with buildout of the project were estimated and compared to energy uses anticipated under buildout of the General Plan. To compare project and General Plan energy consumption separate model runs were completed for future development associated with the project and General Plan buildout.

Energy consumed by the project during construction would include gasoline and diesel fuel, measured in gallons. Gasoline, and some diesel fuel, would be consumed from worker commute trips to and from the project planning area. Diesel would primarily be consumed to operate heavy-duty equipment such as dozers, tractors, and pavers and to support haul truck trips.

Energy consumed during operation would include electricity and direct natural gas consumption, measured in megawatt-hours per year and therms per year, respectively. Natural gas would also be indirectly combusted from electricity demand; however, compliance with California's various renewable energy standards would decrease natural gas combustion in the energy sector over time.

Levels of construction- and operation-related energy consumption by the project were measured in megawatt-hours of electricity, therms of natural gas, gallons of gasoline, and gallons of diesel fuel. Energy consumption estimates were calculated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.20 computer program. Where project-specific information was not known, CalEEMod default values were used. Project construction was assumed to begin in 2024 and conclude in 2035, with full development under the project. For a detailed description of modeling assumptions please see Chapter 3.5, "Greenhouse Gases and Climate Change."

Fuel consumption during construction was calculated using carbon dioxide equivalent (CO_2e) estimates for worker (gasoline) and off-road equipment, as well as for hauling (diesel). Refer to Appendix B for detailed assumptions and modeling results.

THRESHOLDS OF SIGNIFICANCE

The following significance criteria are based on CEQA Guidelines Appendix G, under which implementation of the project would have a potentially significant adverse impact if the project would:

- result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation; and/or
- conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

There is no set numerical threshold for which to evaluate energy impacts. Therefore, while energy consumption during construction and operation has been quantified and disclosed in this analysis, a qualitive discussion of whether the project's energy consumption would be considered wasteful, inefficient, or unnecessary is provided. Additionally, the project's consistency with applicable energy efficiency or renewable energy plans is evaluated (i.e., integrated climate action plan as general plan policies).

To assess whether the project would be a substantially more severe impact than the General Plan, energy consumption has been quantified and presented in the form of energy per capita for the General Plan buildout and future development associated with the project. Population for the General Plan modeling scenario was calculated by multiplying 2.55 residences per unit, consistent with the residences per unit as seen in Chapter 3.8, "Population and Housing." Population projects for the project modeling scenario were calculated using the population calculated for the General Plan scenario and adding 15,418 residents as shown in Chapter 3.8 "Population and Housing." This is consistent with the approach taken in Chapter 3.5, "Greenhouse Gas Emissions and Climate Change."

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.4-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation

When compared to the General Plan buildout, full buildout of the project would result in the consumption of additional energy supplies during construction in the form of gasoline and diesel fuel consumption (as shown in Table 3.4-1). However, the project's energy expenditure would not be considered atypical when compared to other construction projects. As shown in Table 3.4-2, when compared to buildout of the General Plan, operations of new land uses associated with the project would result in additional energy consumption, but the project would be required to comply with the most recent iteration of the California Energy Code. As compared to the General Plan EIR, the project would be more energy efficient when considered in the context of the number of residents that the project supports. Therefore, the project would not result in a new or substantially more severe impact than the 2035 General Plan EIR land uses due to its greater energy efficiency. This impact would be **less than significant**.

Chapter 19 of the 2035 General Plan EIR, "Utilities and Service Systems" evaluated energy impacts but in the context of utility services and utility infrastructure, not energy consumption. To determine if development facilitated by the project would include more wasteful, inefficient, or unnecessary consumption of energy than the General Plan EIR, construction and operation energy consumption were evaluated.

Construction-Related Energy

Construction-related energy consumption for the project would be associated primarily with off-road equipment and the transport of equipment and materials using on-road haul trucks. Table 3.4-1 summarizes fuel estimates for each year of construction for the project as compared to the General Plan EIR. Refer to Appendix B for detailed modeling inputs and outputs.

Table 3.4-1 Construction-Related Fuel Consumption Comparison

Year	Project Diesel (Gallons)	Project Gasoline (Gallons)	General Plan EIR Diesel (Gallons)	General Plan EIR Gasoline (Gallons)
2024	71,792	2,774	71,792	2,774
2025	206,366	437,282	276,102	614,617
2026	256,219	607,973	353,379	855,011
2027	250,735	596,811	345,544	839,294
2028	245,739	586,219	338,394	824,487
2029	238,492	574,260	328,012	807,631
2030	231,734	558,884	318,413	786,105
2031	224,094	549,886	307,542	773,349
2032	217,238	542,938	297,747	763,667
2033	209,990	533,827	287,365	750,797
2034	140,049	348,562	189,216	489,905
2035	6,856	70,066	6,856	98,312
Total	**2,299,305**	**5,409,482**	**3,120,362**	**7,605,951**

Note: Gasoline gallons are gallons used for on-road worker trips. Diesel gallons are gallons used by off-road equipment and for on-road worker and vendor trips.

Source: Calculations prepared by Ascent Environmental in 2023.

The energy needs for project construction would occur over a 12-year period and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy, as compared to existing conditions. Gasoline and diesel would also be consumed during worker commute trips and trips required to haul materials. Energy would be required to transport demolition waste and excavated materials. The one-time energy expenditure required for future development under the project (spread over the estimate 12-year buildout period) would be nonrecoverable. There is no atypical construction-related energy demand associated with the proposed project. Nonrenewable energy would not be consumed in a wasteful, inefficient, or unnecessary manner when compared to other construction activity in the region. Further, as demonstrated in Table 3.4-1, the project is anticipated to require less fuel when compared to the land uses evaluated under the General Plan. Reduced energy consumption would result from project construction as development of medium-to-high density housing is less intense than construction associated with non-residential uses. The project would not result in new significant effect, and construction energy impacts would not be more severe than the impact identified in the General Plan EIR. This impact would be **less than significant.**

Operation-Related Energy Use

Table 3.4-2 summarizes the anticipated operational electricity, natural gas, and fuel consumption per service population associated with the 2035 General Plan and project at the first full year of buildout (2035). Project

operation would be typical of residential land uses requiring electricity and natural gas for lighting, space and water heating, climate control, home appliances, and landscape maintenance activities. The project would increase electricity and natural gas consumption relative to existing conditions. However, project operation would not require additional or new electrical or natural gas infrastructure (see Section 3.11, "Utilities and Service Systems").

Residential buildings would be required to adhere to the 2022 California Energy Code and any subsequent code updates, historically every 3 years, throughout the project lifetime. Once fully developed, the project would support 21,304 housing units for an estimated 54,326 future residents, which represents an additional 6,046 dwelling units and 15,418 residents beyond what is included in the General Plan EIR. Table 3.4-2 shows a comparison of operational energy consumption for the project and General Plan.

Table 3.4-2 2035 General Plan and Project Operational Energy Consumption at Full Build-Out per Service Population (2040)

Energy Sector	Energy Consumption: Project[1]	Energy Consumption: General Plan EIR[2]
Electricity (MWh/year)	243,156	203,989
Natural Gas (therms/year)	6,034,806	5,101
Fuel (gallons/year/capita)	48,024,806	44,023,166
Daily VMT (miles/day/capita)[3]	3,337,576	2,985,622
Per Capita Comparison		
Electricity (MWh/year/capita)	4.5	5.2
Natural Gas (therms/year/capita)	111.1	131.1
Fuel (gallons/year/capita)	884.0	1,132
Daily VMT (miles/day/capita)	61.4	76.7

Notes: MWh/year/SP = megawatt-hours per year per service population; therms/year/SP = thermal units per year per service population, gal/year/SP = gallons per year per service population.

[1] The project would support a population of 15,418.

[2] The 2035 General Plan would support a population of 38,9008[3] VMT used was CalEEMod default VMT in project planning area.

Source: Modeled by Ascent Environmental in 2023.

As shown in Table 3.4-2, the project is anticipated to require more energy in all sectors when compared to the land uses evaluated in the General Plan EIR. This is primarily due to the increase in residential development as part of the project, which would result in an increase in daily trip generation and associated VMT and energy use per residential unit. However, the project would result in increased population density from additional residential units associated with higher density development rather than single-family residences. Therefore, the energy efficiency per capita for the project would be lower as compared to the General Plan. Therefore, the project would not result in new or substantially greater impacts relating operational energy consumption. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.4-2: Conflict with or Obstruction of a State or Local Plan for Renewable Energy or Energy Efficiency

Although implementation of the project would increase energy demands compared to existing conditions, development would be required to comply with applicable California Energy Code, Folsom General Plan Policies, and RPS. As a result, implementation of the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be **less than significant**.

The 2035 General Plan EIR did not evaluate the General Plan for consistency with state or local plans for renewable energy or energy efficiency. At the time of that EIR, such an analysis was not required, and thus not conducted. For this analysis, implementation of the project was evaluated based on if development associated with the project would conflict with or obstruct a state or local plan for renewable energy and energy efficiency.

As noted above, new land uses developed as part of the project would comply with the 2022 California Energy Code, which is intended to increase the energy efficiency of new development projects in the state. Through the permitting process, all development proposed under the project would comply with the current and future versions of the State's Title 24 California Building Code, as part of the 2022 California Energy Code. The 2022 California Energy Code, which the project is subject to, is designed to move the state closer to its zero-net energy goals. Additionally, the project would be consistent with the energy conservation goals and policies expressed in the City of Folsom General Plan identified above in Section 3.4.1, "Regulatory Setting." The project would be required to implement General Plan Policies LU 1.1.13 "Sustainable Building Practices," and LU 1.1.14 "Promote Resiliency" for solar installation on all low-rise apartments to make each residential unit more energy efficient. Future development associated with the project would adhere to General Plan Policy LU 1.1.13 that requires compliance with the State's Title 24 California Building Code. Additionally, Policy LU 1.1.14 would require solar installation on all low-rise apartments developed as part of the project. The project would result in development of high-density housing in the City consistent with policy provisions of the City of Folsom 2021 – 2029 Housing Element Update, which promotes the availability of housing affordable to all income levels and household types. The project would thus be consistent with General Plan Policies LU 6.1.3 "Efficiency Through Density" and NCR 3.2.3 "Greenhouse Gas Reduction in New Development" by increasing density within the project planning area while increasing energy efficiency.

As stated in Section 3.4.1, SMUD, as an electricity utility, is required to comply with the future benchmarks of the state's RPS (i.e., 52 percent renewable by 2027, 60 percent by 2030, and 100 percent by 2045). Because electricity utilities in the state are required to increase the percentage of renewable energy sources in the electricity they provide, over time electricity consumed as part of the project would increasingly be provided by renewable sources. In addition, as stated above in the discussion of Impact 3.4-1, the project would be more energy efficient than the 2035 General Plan EIR.

Due to the inclusion of energy efficiency and renewable energy measures as part of the project and compliance with state regulations related to energy efficiency and renewable energy and General Plan policies, project implementation would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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3.5 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

This section presents a summary of the current state of climate change science and greenhouse gas (GHG) emissions sources in California; a summary of applicable regulations; quantification of GHG emissions generated by the project; and discussion of the project's potential contribution to global climate change.

For the purposes of this analysis, GHG emissions are measured as metric tons of carbon dioxide equivalent ($MTCO_2e$). The atmospheric impact of a GHG is based on the global warming potential (GWP) of that gas. GWP is a measure of the heat trapping ability of one unit of a gas over a certain timeframe relative to one unit of carbon dioxide (CO_2). The GWP of CO_2 is one (IPCC 2007). Consistent with the methodology used by the California Air Resources Board (CARB) in estimating statewide GHG emissions, this analysis uses GWP values from the Fourth Assessment Report Values by the Intergovernmental Panel on Climate Change (IPCC) (Greenhouse Gas Protocol n.d.).

No comments were received during the notice of preparation scoping period that pertain to GHG emissions and climate change.

3.5.1 Regulatory Setting

FEDERAL

In *Massachusetts et al. v. Environmental Protection Agency et al.,* 549 U.S. 497 (2007), the Supreme Court of the United States (US) ruled that CO_2 is an air pollutant as defined under the federal Clean Air Act (CAA) and that the US Environmental Protection Agency (EPA) has the authority to regulate GHG emissions. In 2010, EPA started to address GHG emissions from stationary sources through its New Source Review permitting program, including operating permits for "major sources" issued under Title V of the CAA.

The National Highway Traffic Safety Administration (NHTSA) regulates vehicle emissions through the Corporate Average Fuel Economy (CAFE) Standards. On April 1, 2022, the Secretary of Transportation unveiled new CAFE standards for 2024–2026 model year passenger cars and light-duty trucks. These new standards require new vehicles sold in the US to average at least 40 miles per gallon and apply to all states except those that enforce stricter standards.

STATE

Plans, policies, regulations, and laws established by the state agencies are generally presented in the order they were established.

Statewide GHG Emission Targets and Climate Change Scoping Plan

Reducing GHG emissions in California has been the focus of the State government for approximately two decades. GHG emission targets established by the State legislature include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (Senate Bill [SB] 32 of 2016). Executive Order S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. This target was superseded by AB 1279, which codifies a goal for carbon neutrality and reduce emissions by 85 percent below 1990 levels by 2045. These targets are in line with the scientifically established levels needed in the U.S. to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (United Nations 2015).

CARB adopted the *Final 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 16, 2022, which traces the State's the pathway to achieve its carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045 using a combined top-down, bottom-up approach under various scenarios. It identifies the reductions needed by each GHG emission sector (e.g., transportation [including off-road mobile source emissions],

industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste) to achieve these goals (CARB 2022).

The state has also passed more detailed legislation addressing GHG emissions associated with transportation, electricity generation, and energy consumption, as summarized below.

Transportation-Related Standards and Regulations

As part of its Advanced Clean Cars program, CARB established more stringent GHG emission standards and fuel efficiency standards for fossil fuel–powered on-road vehicles than EPA. The program's initial goal requiring zero-emission vehicle (ZEV) regulation (i.e., battery, fuel cell, and plug-in hybrid electric vehicles [EVs]) to account for up to 15 percent of California's new vehicle sales by 2025 was supersede by Executive Order N-79-20, which directed the state to scale up the sales of internal combustion engines to 100 percent ZEV sales by 2035. The Advanced Clean Cars II Program was adopted by CARB in August 2022, and provides the regulatory framework for ensuring the sales requirement goal of Executive Order N-79-20 to ultimately reach 100 percent ZEV sales in the state by 2035.

Executive Order B-48-18, signed into law in January 2018, requires all State entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as 200 hydrogen-fueling stations and 250,000 EV-charging stations installed by 2025. It specifies that 10,000 of these charging stations must be direct-current fast chargers.

CARB adopted the Low Carbon Fuel Standard (LCFS) in 2007 to reduce the carbon intensity (CI) of California's transportation fuels. Low-CI fuels emit less CO_2 than other fossil fuel–based fuels such as gasoline and fossil diesel. The LCFS applies to fuels used by on-road motor vehicles and off-road vehicles, including construction equipment (Wade, pers. comm., 2017).

In addition to regulations that address tailpipe emissions and transportation fuels, the state legislature has passed regulations to address the amount of driving by on-road vehicles. Since passage of SB 375 in 2008, CARB requires metropolitan planning organizations (MPOs) to develop and adopt sustainable communities strategies (SCSs) as a component of the federally-prepared regional transportation plans (RTPs) to show reductions in GHG emissions from passenger cars and light-duty trucks in their respective regions for 2020 and 2035 (CARB 2018). These plans link land use and housing allocation to transportation planning and related mobile-source emissions.

The Sacramento Area Council of Governments (SACOG) serves as the MPO for Sacramento, Placer, El Dorado, Yuba, Sutter, and Yolo counties, excluding those lands located in the Tahoe Basin. The project planning area is in Sacramento County. Under the most recent targets of SB 375 (i.e., achieve a 7-percent and 19-percent below 2005 per capita reduction in automobile emissions by 2020 and 2035, respectively), SACOG completed and adopted its most recent 2020 MTP/SCS in November 2019.

Legislation Associated with Electricity Generation

The State has passed legislation requiring the increasing use of renewables to produce electricity for consumers. California utilities are required to generate 33 percent of their electricity from renewables by 2020 (SB X1-2 of 2011); 52 percent by 2027 (SB 100 of 2018); 60 percent by 2030 (also SB 100 of 2018); and 100 percent by 2045 (also SB 100 of 2018).

Building Energy Efficiency Standards (Title 24, Part 6)

The energy consumption of new residential and nonresidential buildings in California is regulated by the California Energy Code. The code was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy-efficiency standards for residential and nonresidential buildings. CEC updates the California Energy Code every 3 years, typically including more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The 2022 California Energy Code went into effect on January 1, 2023. The 2022 California Energy Code advances the onsite energy generation progress started in the 2019 California Energy Code by encouraging electric heat pump technology and use, establishing electric-ready requirements when natural gas is installed, expanding solar photo voltaic (PV) system and battery storage standards, and strengthening ventilation standards to improve indoor air

quality. CEC estimates that the 2022 California Energy Code will save consumers $1.5 billion and reduce GHGs by 10 million $MTCO_2e$ over the next 30 years (CEC 2021).

California Green Building Standards (Title 24, Part 11)

The California Green Building Standards, also known as CALGreen, is a reach code (i.e., optional standards that exceed the requirements of mandatory codes) developed by the CEC that provides green building standards for statewide residential and nonresidential construction. The current version is the 2022 CALGreen Code, which took effect on January 1, 2023. As compared to the 2019 CalGreen Code, the 2022 CalGreen Code strengthened sections pertaining to EV and bicycle parking, water efficiency and conservation, and material conservation and resource efficiency, among other sections of the CalGreen Code. The CALGreen Code sets design requirements equivalent to or more stringent than those of the California Energy Code for energy efficiency, water efficiency, waste diversion, and indoor air quality. These codes may be adopted by local agencies that enforce building codes and used as guidelines by state agencies for meeting the requirements of Executive Order B-18-12.

LOCAL

Sacramento Metropolitan Air Quality Management District

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the primary agency responsible for addressing air quality concerns in all of Sacramento County. SMAQMD recommends methods for analyzing project-generated GHGs in CEQA analyses. SMAQMD's adopted guidance to address GHGs was released in February 2021 and provides thresholds of significance that apply to individual land use development projects (project-level thresholds of significance) and guidance for large-scale development of land use plan such as specific plans and general plans (programmatic-level).

Generally, SMAQMD recommends that GHG emissions are best analyzed and mitigated at the program level. However, because not all jurisdictions in Sacramento County have conducted program level GHG analyses, such as a GHG reduction plan or climate action plan, SMAQMD offers guidance for individual development projects and provides options for evaluating projects at the program level.

For project-level analyses, SMAQMD developed thresholds of significance to provide a uniform scale to measure the significance of GHG emissions from land use and stationary source projects in compliance with CEQA to align with the statewide GHG target of 40 percent below 1990 levels by 2030 with the passage of SB 32 for land use development projects (SMAQMD 2021). SMAQMD recommends that a 1,100 $MTCO_2e$ be applied as a bright-line threshold of significance for evaluating construction emissions of GHGs. SMAQMD also recommends a tiered approach to evaluating the significance of operational emissions. All projects are required to implement the following tier 1 best management practices (BMP):

- BMP 1 – Projects shall be designed and constructed without natural gas infrastructure.
- BMP 2 – Projects shall meet the current CalGreen Tier 2 standards, except all-electric vehicle capable spaces shall instead be electric vehicle ready.

Projects can be screened out by comparing their attributes to the SMAQMD's operational screening levels table (equivalent to 1,100 $MTCO_2e$/year), including the implementation of tier 1 BMPs. If the project emissions exceed the screening level, or the project fails to implement tier 1 BMPs, projects must implement tier 2 BMP 3, which consists of reducing the project's vehicle miles traveled (VMT) to meet the following requirements of the standards developed by the Governor's Office of Planning and Research (OPR) pursuant to SB 743 (see Section 3.13, "Transportation," for a summary of this bill):

- BMP 3 – Achieve the following VMT reduction targets compared to a county regional average:
  - 15 percent for residential projects,
  - 15 percent for office projects, and
  - a no net increase in VMT for retail projects.

Projects that cannot meet the tier 2 BMP 3 requirements must implement all feasible mitigation to reduce emissions.

Consistent with SMAQMD guidance, Lead Agencies under CEQA can also choose to analyze and mitigate GHG emissions using an approved Climate Action Plan (CAP) that meets CEQA Guidelines 15183.5. This approach applies to individual land use development within a jurisdiction where a CAP has been approved and requires that the project demonstrate how it is consistent with the GHG reduction measures required by the CAP. Similarly, and consistent with SMAQMD, General Plan updates that include a CAP with associated GHG reductions tied to adopted policies and GHG reduction targets would serve to address GHG emissions at a citywide scale. Therefore, the adopted General Plan and incorporated CAP can be used to conduct subsequent analyses under CEQA.

Folsom General Plan

The adopted Folsom 2035 General Plan includes an integrated CAP. The goals, policies, and programs developed at that time were evaluated for their potential to reduce GHG emissions, on a per capita basis, to align the City of Folsom with State-adopted GHG reduction targets. The following summarizes the policies identified as GHG reduction measures:

- **Policy LU 1.1.13 Sustainable Building Practices:** Promote and, where appropriate, require sustainable building practices 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.
- **Policy LU 3.1.1 Mixed-Use Nodes:** Encourage mixed-use development in nodes located at major intersections that include housing, open space, and offices. This development pattern should reflect best practices in mixed-use development, in contrast to strip retail developments along corridors.
- **Policy LU 3.1.5 East Bidwell Street:** Encourage new development along East Bidwell Street by creating a stronger mixed-use development pattern, both horizontal and vertical, with an emphasis on medium- and higher-density housing, while also addressing local and citywide demand for retail and services.
- **Policy LU 3.1.6 Central Commercial District:** Encourage development of mixed-use projects that create a walkable, vibrant district along East Bidwell Street between Coloma Street and Blue Ravine Road.
- **Policy LU 4.1.2 Mix of Uses Near Station:** Encourage new development around transit stations that mix retail with a variety of housing and employment options to transform Folsom stations into destinations that take advantage of public investment in transit.
- **Policy LU 4.1.3 Maximize TOD-Related CEQA Streamlining Benefits:** Assist property owners and developers interested in building high-density housing and employment within SACOG Transit Priority Areas (i.e., one-half mile of light rail stations) to maximize CEQA streamlining benefits available through SACOG's MTP/SCS
- **Policy NCR 3.1.3 Reduce Vehicle Miles Traveled:** Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit.
- **Policy NCR 3.2.3 Greenhouse Gas Reduction in New Development:** Reduce greenhouse gas emissions from new development by encouraging development that lowers VMT, and discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions while maintaining the balance of housing types Folsom is known for.
- **Policy NCR 3.2.7 Preference for Reduced-Emission Equipment**: Require contractors to use reduced-emission equipment for City construction projects and contracts for services.
- **Policy M 1.1.4 Existing Streets Retrofits:** Actively pursue funding to update existing streets and intersections 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.

- **Policy M 1.1.5 Connected Neighborhoods:** Require the continuation of the street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles.
- **Policy M 1.1.6 Intermodal Connections:** Provide connections between modes, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots.
- **Policy M 1.1.9 Transportation Demand Management:** Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city.
- **Policy M 1.1.10 Facilities for Emerging Technologies:** Assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies.
- **Policy M 2.1.2 New Sidewalks:** Sidewalks shall be built along all new arterial, collector, and local roads when ultimate street improvements are installed.
- **Policy M 2.1.3 Pedestrian and Bicycle Linkages in New Development:** Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities.
- **Policy M 2.1.4 Sidewalk Network:** Strive to fill gaps in city's existing sidewalk network.
- **Policy M 2.1.15 Funding:** Identify regional, State, and Federal funding programs and attempt to secure as much funding as possible for pedestrian and bicycle facilities and programs.
- **Policy M 4.2.1 Parking:** Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of multiple modes of transportation.
- **Policy M 4.2.2 Reduce Minimum Parking Standards:** Consider reducing parking standards for private vehicles in transit-oriented developments, mixed-use developments and developments in high-density areas over time, while increasing parking for shared vehicles, alternative energy vehicles, bicycles, and other modes of transportation. Reduced parking standards must be supported by a demand analysis that supports the reduction.
- **Policy M 4.2.3 Shared Parking:** Consider the use of shared parking programs as conditions of approval in mixed use and transit-oriented neighborhoods and districts as a part of the overall parking management strategy. Shared parking may reduce the amount of parking spaces needed in new developments.
- **Policy M 4.2.4 Electric Vehicle Charging Stations:** Encourage the installation of electric vehicle charging stations in parking spaces throughout the city, prioritizing installations at multi-family residential units.
- **Policy M 6.1.3 Support Zero-and Low-Emission Vehicle Adoption:** The City shall continue to support rapid adoption of zero-emissions and low-emission vehicles by:
    1) Installing public charging stations at City facilities,
    2) Streamlining the permit process for private electric vehicle charging stations (including home charging stations), and
    3) Developing guidelines and standards for dedicated and preferential parking for zero and low-emissions vehicles (including charging stations for plug-in electric vehicles, where necessary)
- **Policy PFS 3.1.3 Water Efficient Landscape Ordinance:** Continue to require water efficient landscaping consistent with the Water Efficient Landscape Ordinance.
- **Policy PFS 3.1.9 Water Conservation Programs:** Promote water conservation through a variety of water conservation programs that include education and enforcement.
- **Policy PFS 8.1.3 Renewable Energy:** Promote efforts to increase the use of renewable energy resources such as wind, solar, hydropower, and biomass both in the community and in City operations, where feasible.

- **Policy PFS 8.1.4 Regional Energy Conservation:** Partner with neighboring jurisdictions and local energy utilities (e.g., SMUD and PG&E) to develop, maintain, and implement energy conservation programs.
- **Policy PFS 8.1.5 PACE Program:** Assist in implementing the Property Assessed Clean Energy (PACE) financing programs to provide residential and commercial property owners with energy efficiency and renewable energy financing opportunities.
- **Policy PFS 8.1.7 Energy Conservation in City Operations:** Strive to achieve an overall 20 percent reduction in City facility energy usage by continuing to install energy efficiency upgrades in City facilities (buildings, parks, and infrastructure) and implementing programs to measure and track energy usage in City facilities.
- **Policy PFS 8.1.8 City Fleet Fuel Efficiency:** Strive to reduce consumption of carbon-intensive fuels related to business travel and fleet vehicles through the purchase of more efficient or alternative-fuel vehicles when buying new or replacement vehicles.
- **Policy PFS 8.1.9 Water Heater Replacement:** Encourage the use of high-efficiency or alternatively-powered water heater replacements at time of replacement in existing residential development.
- **Policy PFS 9.1.3 Recycling Target:** Support efforts to 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.

3.5.2 Environmental Setting

THE PHYSICAL SCIENTIFIC BASIS OF GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected toward space. The absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are CO_2, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are found to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forcing (IPCC 2021).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent are estimated to be sequestered through ocean and land uptake every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remain stored in the atmosphere (IPCC 2013:467).

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or

to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

GREENHOUSE GAS EMISSION SOURCES

The 2035 General Plan included a CAP and GHG Inventory. The GHG Inventory used a baseline year of 2014 and quantified emissions associated with all major sectors of emissions for the entire community as well as the emissions relating specifically to municipal operations, a subset of the communitywide emissions inventory. Table 3.5-1 summarizes the GHG inventory for Folsom and Table 3.5-2 summarizes the municipal inventory.

Table 3.5-1 City of Folsom Community Inventory by Sector (2014)

Sector	Emissions ($MTCO_2e$)	Percent of Total
On-Road Vehicles	342,865	52
Building Energy	235,955	36
High-GWP Gases	34,708	5
Off-Road Vehicles	26,683	4
Solid Waste	13,073	2
Wastewater	3,282	<1
Water-Related	1,325	<1
Total	**657,892**	**100**

Notes: Totals may not equal the sum of the numbers because of independent rounding.

$MTCO_2e$ = metric tons of carbon dioxide equivalent.

Source: City of Folsom 2018.

Table 3.5-2 City of Folsom Municipal Inventory by Sector (2014)

Emissions Sector	Emissions ($MTCO_2e$)	Percent of Total
On-Road Vehicles	4,247	56
Building Energy	2,137	29
Street Lights	727	10
Off-Road Vehicles	138	2
Traffic Signals	101	1
Solid Waste	71	<1
Water-Related	33	<1
Wastewater	15	<1
Total	**7,469**	**100**

Notes: Totals may not equal the sum of the numbers because of independent rounding.

$MTCO_2e$ = metric tons of carbon dioxide equivalent.

Source: City of Folson 2018.

EFFECTS OF CLIMATE CHANGE ON THE ENVIRONMENT

The global average temperature is expected to increase by 3 to 7°F by the end of the century, depending on future GHG emission scenarios (IPCC 2007). According to California's Fourth Climate Change Assessment, depending on future GHG emissions scenarios, average annual maximum daily temperatures in California are projected to increase between 3.6 and 5.8°F by 2050 and by 5.6 to 8.8°F by 2100 (OPR, CEC, and CNRA 2018).

Other environmental resources could be indirectly affected by the accumulation of GHG emissions and resulting rise in global average temperature. In recent years, California has been marked by extreme weather and its effects. Climate model projections for California demonstrate that impacts will vary throughout the state and show a tendency for the northern part of the state to become wetter while the southern portion of California would become drier (Pierce et al. 2018). According to California Natural Resources Agency's report, *Safeguarding California Plan: 2018 Update* (CNRA 2018), California experienced the driest four-year statewide precipitation on record from 2012 through 2015; the warmest years on average in 2014, 2015, and 2016; and the smallest and second smallest Sierra snowpack on record in 2015 and 2014 (CNRA 2018). Climate model projections included in California's Fourth Climate Change Assessment, demonstrate that seasonal summer dryness in California may be prolonged due to earlier spring soil drying and would last longer into the fall and winter rainy season. Increases in temperature are also predicted to result in changes to California's snowpack. Based on climate model projections, the mean snow water equivalent, a common measurement which indicates the amount of water contained within snowpack, in California is anticipated to decline to two-thirds of its historic average by 2050 and between less than half and less than one-third of historic average by 2100, depending on future emissions scenarios (OPR, CEC, and CNRA 2018).

Climate model projections demonstrate that California will experience variation in precipitation patterns as well. The Northern Sierra Nevada range experienced its wettest year on record in 2016 (CNRA 2018). With a shifting climate, California has been more susceptible to the adverse effects of atmospheric rivers, which are large scale, high-precipitation events that deposit above-average levels of rainfall to California's coasts within a short duration. These events have the capacity to overwhelm existing stormwater systems leading to localized flooding impacts.

Climate change is also projected to result in tertiary impacts on energy infrastructure throughout California. Changes in temperature, precipitation patterns, extreme weather events, and sea-level rise have the potential to affect and decrease the efficiency of thermal power plants and substations, decrease the capacity of transmission lines, disrupt electrical demand, and threaten energy infrastructure with the increased risk of flooding (CNRA 2018).

According to California's Fourth Climate Change Assessment, climate change will create impacts on the state's transportation network that will have 'ripple effects' including direct and indirect impacts on inter-dependent infrastructure networks as well as negative impacts on the economy. Without appropriate adaptations strategies for roadway materials (i.e., asphalt and pavement), researchers estimate that the median total cost to California for 2040-2070 will be between $1 billion and $1.25 billion (OPR, CEC, and CNRA 2018). The California Department of Transportation (Caltrans) owns and operates more than 51,000 miles along 265 highways, as well as three of the busiest passenger rail lines in the nation. Sea level rise, storm surge, and coastal erosion are imminent threats to highways, roads, bridge supports, airports, transit systems and rail lines near sea level and seaports. Shifting precipitation patterns, increased temperatures, wildfires, and increased frequency in extreme weather events also threaten transportation systems across the state. Temperature extremes and increased precipitation can increase the risk of road and railroad track failure, decrease transportation safety, and increase maintenance costs (CNRA 2018). Modeling for flood events in California demonstrates that approximately 370 miles of highways are susceptible to flooding in a 100-year storm event by the year 2100 (OPR, CEC, and CNRA 2018).

Water availability and changing temperatures affect the prevalence of pests, disease, and species, which will directly impact crop development, forest health, and livestock production. Other environmental concerns include decline in water quality, groundwater security, and soil health (CNRA 2018). Vulnerabilities of water resources also include risks to degradation of watersheds, alteration of ecosystems and loss of habitat, (OPR, CEC, and CNRA 2018).

California's Fourth Climate Change Assessment also identifies the impacts climate change will have on public health and social systems. Average temperature increases in California are estimated to have impacts on human mortality, with 6,700 to 11,300 additional annual deaths in 2050, depending on higher or lower emissions scenarios (Ostro et al. 2011). Studies have also shown that impacts from climate change can also have indirect impacts on public health, such as increased vector-borne diseases, and stress and mental trauma due to extreme events, economic disruptions, and residential displacement (Gould and Dervin 2012; McMichael and Lindgren 2011; US Global Change Research Program 2016).

3.5.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

GHG emissions associated with the project would be generated during project construction and upon buildout of the project. Overall, the project is evaluated for its consistency with adopted regulations, plans, and policies aimed at reducing GHG emissions, which for the proposed project is the adopted 2035 General Plan, including the CAP and associated GHG reduction measures (adopted as General Plan policies). The anticipated land use growth was evaluated in the 2035 General Plan Update Environmental Impact Report prepared in 2018 (General Plan EIR) using the version of the California Emissions Estimator Model (CalEEMod) available at the time of preparation of the EIR. The modeling incorporated citywide VMT and the mix of anticipated land use development anticipated during preparation of the General Plan EIR.

A comparative analysis was conducted for the project that consisted of two model runs using the most current version of CalEEMod (i.e., Version 2022.1), as recommended by SMAQMD. The initial run, referred to as "General Plan EIR Run," used the same mix of land uses as in the General Plan EIR and the second model run, referred to as "Project Run," used the mix of land uses proposed under the project. Both model runs used default CalEEMod trip generation rates, VMT, and utility energy emissions factors. This approach was taken to provide an accurate representation of how the land use changes associated with the project compare to those previously evaluated, while eliminating variables associated with changes in model versions and methodology used to derive VMT.

Construction modeling was based on project-specific information where available; assumptions based on typical construction activities; and default values in CalEEMod that are based on the location of the project planning area and land use types proposed. Project construction was assumed to begin in 2024 and conclude in 2035, with full buildout of the project and General Plan for both model runs. Mass emissions from the General Plan EIR were compared to those associated with the Project Run.

Operation-related emissions of GHGs were estimated for the following sources: area sources (e.g., landscape maintenance equipment), energy use (i.e., electricity and natural gas consumption), water use, solid waste generated, and mobile sources. Building energy emissions were adjusted based on the current California Building Code which would require all new residential uses to include rooftop solar, for both model runs. Off-model calculations were conducted, applying the average solar system size in the region to the proposed residential uses to determine the annual energy derived from solar.

Finally, to determine how the project would affect GHG efficiency (i.e., emissions per capita), a per capita comparison was completed using current SACOG household size for Folsom (SACOG 2019). Note that the per capita comparison does not include all emissions/land uses within the entire City but only the proposed in the project planning area (Project Run) compared to the previously evaluated land uses (General Plan EIR Run), which is a subset of the City associated with the anticipated land use development / buildout of the General Plan through 2035. For details modeling inputs and outputs, refer to Appendix B.

THRESHOLDS OF SIGNIFICANCE

Global climate change is inherently a cumulative issue because the GHG emissions of individual projects cannot be shown to have any material effect on global climate. Therefore, the project's impact on climate change is addressed only as a cumulative impact.

State CEQA Guidelines Section 15064 and relevant portions of Appendix G recommend that a lead agency consider a project's consistency with relevant, adopted plans and discuss any inconsistencies with applicable regional plans, including plans to reduce GHG emissions. Under Appendix G of the State CEQA Guidelines, the project would result in a cumulatively considerable contribution to climate change if it would:

- generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

The 2035 General Plan included a CAP and a per capita GHG emissions reduction target that was derived using the GHG inventory prepared for the CAP at that time, the recommended GHG per capita targets for future target years (i.e., 2030 and 2050) from CARB recommendations, and anticipated land use development and population growth for the buildout year of the General Plan in the year 2035. The adopted GHG reduction measures (as General Plan policies and programs and Appendix A of the General Plan) were applied to the GHG emissions projections for the future year to determine if the City would achieve the derived per capita GHG target (i.e., 4.6 $MTCO_2e$ per person in 2035).

In 2021 SMAQMD adopted thresholds of significance that apply to new proposed projects and were designed with the intent to evaluate project-level GHG emissions. Therefore, the proposed project is being evaluated at the project level as a supplement to the General Plan EIR and the significance determination is based on the effects of development associated with the project in comparison to the findings in the General Plan EIR. This approach was used to determine if the project would result in substantially greater or new impacts relating to GHG emissions.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.5-1: Generation of Greenhouse Gas Emissions and Consistency With Reduction Plans and Measures

Construction and operation of the project would result in GHG emissions. To evaluate GHG emissions, a comparative analysis was conducted that looked at the proposed land use changes to the previously adopted General Plan land uses. Based on this analysis, construction emissions are anticipated to be lower and operational emissions are anticipated to be higher than previously evaluated. However, the proposed project would increase residential density, which results in more VMT and GHG efficiency on a per capita basis, consistent with the goals and objectives of the GHG reduction strategy in the adopted CAP (integrated in to the 2035 General Plan). While the adopted CAP and associated measures demonstrated that the City would achieve their 2035 GHG targets, GHG emissions targets for 2050 would likely not be achieved. Because the project would be consistent with adopted GHG reduction strategies that aim to improve GHG efficiency, the project would not conflict with the City's ability to achieve their 2035 targets, however, the project does not include any additional measures or GHG reduction strategies that would assist in meeting the 2050 targets. Therefore, the project would not result in new or substantially greater impacts relating to GHG emissions but this impact would remain **significant and unavoidable**.

Impact GHG-1 of the General Plan EIR determined that incorporation of the recommended policies and programs, required as Mitigation Measure GHG-1 through GHG-15, represent a comprehensive strategy to achieve the established communitywide GHG emissions reduction targets. The General Plan EIR concluded that the City would achieve their per capita GHG targets by 2035, but the emissions targets for 2050 would likely not be achieved. The General Plan EIR concluded a less-than-significant impact associated with the buildout year of the general plan (i.e., 2035). However, the General Plan EIR concluded that a significant and unavoidable impact associated with future target year 2050.

Development facilitated by the project would result in GHG emissions associated with construction and operation. Construction emissions are primarily a result of the use of heavy-duty construction equipment and mobile sources (e.g., material hauling, construction worker commute). Operational-related GHG emissions are associated with building energy use (e.g., natural gas, electricity), mobile emissions associated with VMT and trip generation, water-related (e.g., energy used to transport and treat water), solid waste generation (e.g., landfill, waste hauling), and area sources (e.g., landscape equipment, use of consumer products) associated with residential development. Table 3.5-3 summarizes emissions from construction and operation for the project (i.e., Project Run) and the land use growth evaluated in the General Plan EIR (i.e., General Plan EIR Run). See Appendix B for detailed model inputs and outputs.

Table 3.5-3 Comparison of Greenhouse Gas Emissions

Emissions Sector	2035 GHG Emissions ($MTCO_2e$) - Project Run	2035 GHG Emissions ($MTCO_2e$) - General Plan EIR Run[1]
Mobile Sources	367,586[2]	337,987[2]
Area Sources	520	409
Energy-Related	39,178	34,225
Water-Related	1,284	1,362
Wastewater	6,859	5,678
Other	84	82
Total Operational	**415,511**	**379,743**
Construction (Total)	70,971	98,639
Comparison		
Population	54,326[3]	38,908[3]
Emissions Per Capita	7.65	9.76

[1] The land uses associated with the adopted General Plan represent the anticipated growth evaluated in the General Plan EIR and emissions are associated with the two new model runs conducted for this EIR.

[2] Due to improvements in model specificity and variations in VMT quantification methodology since the GPU EIR was prepared, VMT defaults from CalEEMod were used in this comparative analysis.

[3] Population was based on the SACOG household size for Folsom (2.55 people per household) and applied to the number of residential units in the CalEEMod run; thus, represents population associated only with the proposed land use changes, not the entire City of Folsom. This comparison only considers the land use growth associated with the growth evaluated in the General Plan EIR compared to the proposed land use changes under the project.

As shown in Table 3.5-3, emissions associated with construction activities are anticipated to be lower than emissions associated with the previously evaluated land uses. Although there would be an increase in the total number of residential units, the decrease in non-residential uses as part of the project would result in less intensive construction and thus reduced emissions. Further, development associated with the project would be subject to General Plan Policy NCR 3.2.7 that would reduce emissions associated with the use of construction equipment by replacing fossil fuel-derived diesel with renewable sources diesel, reducing the increase in anthropogenic GHG emissions.

Based on the comparative analysis conducted to represent the change in emissions associated with buildout of the project, total mass emissions associated with the project would result in an increase as compared to emissions from the General Plan EIR. This is primarily due to the increase in the number of residential land uses, which would result in an increase in daily trip generation and associated VMT. However, development associated with the project would result in a denser population in Folsom and the GHG efficiency (i.e., emissions per capita) would be lower under the proposed project as compared to the existing General Plan. The project's development pattern is consistent with General Plan Policies LU 1.1.13, LU 3.1.1, LU 3.1.5, LU 3.1.6, LU 4.1.2, NCR 3.1.3, and NCR 3.2.3 that encourage compact and mixed-use development in focused parts of the City to reduce VMT (i.e., increase VMT/capita efficiency). These policies were adopted as part of the CAP, approved through adoption of the 2035 General Plan, and GHG emissions reductions associated with compact land use development patterns were quantified in the General Plan EIR. Because the General Plan EIR found that these policies would be sufficient to achieve the 2035 per capita targets based on the land use pattern evaluated at the time of preparation of the EIR and considering that development as part of the project would result in in more efficient land use development patterns (i.e., higher density residential), the project would further support the achievement of the per capita targets. In addition, General Plan Policies H-1.1 Sufficient Land for Housing, H-1.2 Location of Higher-Density Housing Sites, H-1.9 Mixed Use and Transit-Oriented Development, and H-7.2 Smart Growth, promote smart growth principles by encouraging reductions in VMT through increasing density of land uses in certain areas of the City, walkable neighborhood design, bicycle facilities and infrastructure, and public transportation facilities and infrastructure. Future development as part of the project would be consistent with these General Plan policies that allow for a system of multimodal transportation; provide a variety of mixed-use areas and a range of housing choices; and emphasize compact development, quality design, and natural resource conservation.

Therefore, the proposed project is consistent with General Plan policies adopted for the purpose of reducing GHG emissions and is therefore consistent with the adopted CAP. Because the project would promote more efficient uses of land and increase GHG efficiency per person, the project would be consistent with the adopted GHG reduction strategy for the City of Folsom and would not result in new or substantially greater impacts relating to GHG emissions.

Regarding the 2021 SMAQMD CEQA guide and associated thresholds of significance, as described above under the heading "Thresholds of Significance," although the thresholds do align with current State GHG guidance and targets (e.g., 2022 Scoping Plan), the CAP consistency analysis conducted herein is still an appropriate method of analysis under CEQA recommended by SMAQMD and CARB and those thresholds apply to project-level review, not program level documents, such as the project.

The 2022 Scoping Plan provides new recommendations for GHG reductions from the land use sector (e.g., building decarbonization, VMT reduction, transportation electrification), required for individual projects to implement to demonstrate consistency with the State's carbon neutrality by 2045 and reduction of GHG emissions by 85 percent below 1990 levels by 2045 goals. As discussed in Section "3.10 Transportation," the project would result in more efficient VMT per capita for the project planning area. The project would be subject to adopted City of Folsom General Plan Policies M 4.2.4 and M 6.1.3 that encourage the installation of vehicle charging stations and support the adoption of zero-emissions vehicle use and Policy PFS 8.1.3, which promotes efforts to increase the use of renewable energy resources. However, because the project would increase GHG emissions compared to the General Plan EIR and because further substantial GHG emissions reduction would be required to meet the 2045 carbon neutrality goals and 2050 GHG reduction targets, this impact would remain **significant**.

Mitigation Measures

The following adopted mitigation measures from the FPASP EIR/EIS are applicable for rezone sites located within the Folsom Plan Area:

- **Mitigation Measure 3A.4-1** requires construction operation in the FPASP to implement all SMAQMD recommended measures and ARB rules to reduce construction GHG emissions,
- **Mitigation Measure 3A.4-2a** Requires that each project within the FPASP meet 2020 and 2030 State per capita GHG emissions standards via increased energy efficiency, water conservation and efficiency, solid waste measures, and transportation and motor vehicle standards and efficiencies
- **Mitigation Measure 3A.4-2b** Requires that the sequestration capacity of existing trees lost to urban development within the FPASP area be offset through an Urban Forestry Program or Off-Site Tree Program.

Significance after Mitigation

The mitigation measures from the FPASP EIR/EIS are already required by the adopted General Plan policies and associated CAP. General Plan Policy NCR 3.2.6 requires coordination with SMAQMD and CARB on new projects to incorporate measures to reduce GHG emissions, NCR 3.2.1 establishes GHG reduction targets for year 2030, 2040, and 2050. Policy NCR 1.1.8 requires tree plantings in new development and Policy SN 7.1.2 requires the development of measures, including urban tree canopy, to reduce heat island effect. Therefore, even with incorporation of these mitigation measures, the project would result in increased GHG emission and the future year GHG reduction targets may not be met. This impact would remain **significant and unavoidable**.

3.6 LAND USE AND PLANNING

This land-use analysis evaluates the consistency of the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project (project) with applicable land use plans and policies. The physical environmental effects associated with the project, many of which pertain to issues of land use compatibility (e.g., noise, aesthetics, air quality), are evaluated in other sections of Chapter 3 of this draft SEIR.

No public comments related to land use and planning were received in response to the notice of preparation during the public review period.

3.6.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws related to land use are applicable to the project.

STATE

State General Plan Requirements

California Government Code Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement general plans. The general plan is a comprehensive, long-term, and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that, in the city's or county's judgment, bears relation to its planning. The general plan addresses a broad range of topics, including, at a minimum, land use, circulation, housing, conservation, open space, noise, and safety. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the city's or county's vision for the area. The general plan is a long-range document that typically addresses the physical character of an area over a 20-year period or more. Finally, although the general plan serves as a blueprint for future development and identifies the overall vision for the planning area, it remains general enough to allow for flexibility in the approach taken to achieve the plan's goals.

The State Zoning Law (California Government Code Section 65800 et seq.) establishes that zoning ordinances, which are laws that define allowable land uses within a specific zone district, are required to be consistent with the general plan and any applicable specific plans. When amendments to the general plan are made, corresponding changes in the zoning ordinance may be required within a reasonable time to ensure that the land uses designated in the general plan would also be allowable by the zoning ordinance (California Government Code Section 65860[c]).

A specific plan is another planning device that governs a smaller land area than the general plan, but must be consistent with the overarching general plan. Specifically, it implements the general plan in a particular geographic area. (California Government Code, Section 65450.) Generally, it describes the distribution, location, and extent of the land uses and the associated infrastructure, as well as standards governing future development. The specific plan must include a statement of the relationship between it and the general plan. (California Government Code, Section 65451, subd. [b].) An agency's conclusion that a specific plan is consistent with its general plan "carries a strong presumption of regularity." (*Napa Citizens for Honest Government v. County of Napa Board of Supervisors* [2001] 91 Cal.App.4th 342, 357.)

LOCAL

City of Folsom 2035 General Plan

As previously described, general plans are prepared under a mandate from the State of California, which requires each city and county to prepare and adopt a comprehensive, long-term general plan for its jurisdiction and any

adjacent related lands. The general plan is a fundamental planning document that directs future growth, development, and conservation policy and reflects the long-range vision of the community. Under state law, city ordinances regulating land use must be consistent with the general plan. The zoning code, specific plans, and individual project proposals must be consistent with the goals, policies, and standards contained in the general plan. In addition, all capital improvements and public works projects must be consistent with the general plan.

The City of Folsom 2035 General Plan is a broad framework for planning the future of Folsom. The Land Use Element of the General Plan is the official policy statement of the City Council that is used to guide the private and public development of the city in a manner to gain the maximum social and economic benefit to the citizens (City of Folsom 2021).

Land Use Diagram Development Standards

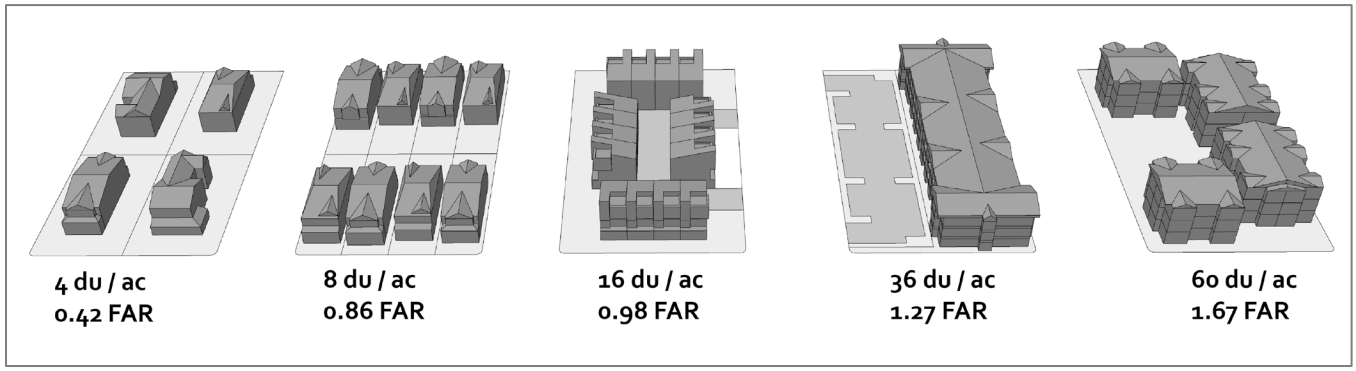
The General Plan's Land Use Diagram is one of the most important functions of the General Plan, as the map and policies will determine the City's future land uses and character. The Land Use Diagram portrays the ultimate uses of land in the City of Folsom through land use designations. The land use designations for the project planning area are identified in Chapter 2, "Project Description." Each of the land use designations defined in the General Plan Land Use Element are described below (City of Folsom 2021).

- **Multifamily Low Density (MLD).** This designation provides for single-family and multifamily residential units, including small single family detached, zero-lot-line homes, duplexes, half-plexes, townhouses, condominiums, and apartments.
- **Multifamily Medium Density (MMD).** This designation provides for multifamily residential units, including townhouses, condominiums, and apartments.
- **Multifamily High Density (MHD).** This designation provides for multifamily residential units in apartment buildings.
- **General Commercial (GC).** This designation provides for a wide range of retail, office, lodging, and service uses. Typically, general commercial parcels accommodate power centers, lifestyle centers, and freestanding stores or offices.
- **Community Commercial (CC).** This designation provides for community-based retail and service uses intended to serve residential neighborhoods within the city.
- **Mixed Use (MU).** This designation provides for a mixture of commercial and residential uses that are mutually compatible by encouraging high-quality, innovative site design. This designation allows for multifamily housing as well as shops, restaurants, services, offices, hospitality, and other compatible uses.
- **Industrial/Office Park (IND).** This designation provides for office, research and development, wholesale, light industrial and similar uses. Uses that support the primary uses, such as restaurants, are also allowed.
- **Professional Office (PO).** This designation provides for low-intensity business and professional offices that are compatible with higher-intensity residential uses.
- **East Bidwell Corridor (EBC) Overlay.** This overlay designation gives property owners along the East Bidwell Corridor the flexibility to develop sites as residential or mixed use. It provides for a mixture of commercial and residential uses that are mutually compatible along East Bidwell Street. This designation balances existing commercial uses with future mixed-use development. This designation allows for multifamily housing as well as shops, restaurants, services, offices, and other compatible uses.

The General Plan Land Use Element defines the legal standards of density for residential uses and standards of building intensity for non-residential and mixed uses. Specific plans (e.g., Folsom Plan Area Specific Plan) must match the land use development intensities and standards outlined in the General Plan. The following standards are applicable to the project:

- **Density.** Standards of building intensity for residential uses are stated as a range (i.e., minimum and maximum) of allowable number of dwelling units per gross acre.

- **Floor Area Ratio (FAR).** Standards of building intensity for both residential mixed-use development and non-residential uses, such as mixed-use, commercial, and industrial development, are stated as a range (i.e., minimum and maximum) of FARs. In the case of mixed-use development that includes residential uses as well as standalone residential uses in an area with a mixed-use overlay designation, the FAR includes residential building square footage, and the development must meet both the maximum FAR and minimum residential density standards. An FAR is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way, public parks). For example, on a lot with 25,000 square feet of land area, a FAR of 0.50 will allow 12,500 square feet of useable building floor area to be built, regardless of the number of stories in the building (e.g., 6,250 square feet per floor on two floors or 12,500 square feet on one floor). On the same 25,000-square-foot lot, a FAR of 1.00 would allow 25,000 square feet of useable floor area, and a FAR of 2.00 would allow 50,000 square feet of useable floor area. Examples of the relationship between density and FAR and various development typologies is shown in Figure 3.6-1.



Source: City of Folsom 2021.

Figure 3.6-1 Examples of the Relationship Between Density and Floor Area Ratio

Land Use Policies

The General Plan Land Use Element policies that are applicable to environmental issues associated with land use and planning are presented below (City of Folsom 2021). General Plan policies associated with specific environmental topics (including aesthetics, air quality, cultural and tribal cultural resources, energy, greenhouse gas emissions, noise, population and housing, public services and recreation, transportation, and utilities and service systems) are discussed in the relevant chapters of this SEIR.

- **Policy LU 1.1.6 Compact Development Patterns.** Encourage compact development patterns that support walking, bicycling, transit usage, and more efficient use of land.
- **Policy LU 1.1.7 Concentrated Development.** Allow project applicants to concentrate the proposed development on a portion of the site through the clustering of buildings to encourage the preservation of open spaces, cultural resources, and natural features of the landscape.
- **Policy LU 1.1.8 Preserve Natural Assets.** Maintain the existing natural vegetation, landscape features, open space, and viewsheds in the design of new developments.
- **Policy LU 1.1.10 Network of Open Space.** Ensure designated open space is connected whenever feasible with the larger community and reginal network of natural systems, recreational assets, and viewsheds.
- **Policy LU 1.1.11 Vacant and Underutilized Sites.** Monitor residential and non-residential development and make adjustments as necessary to the amount of land designated for various uses and the rate of project approvals to promote a reasonable citywide balance between new employment-generating development and housing development.

- **Policy LU 1.1.12 Infill Development.** Coordinate with the real estate development community to encourage infill development in key parcels north of U.S. Highway 50. Infill development should follow these guidelines:
  - *Respect the local context.* New development should improve the character and connectivity of the neighborhoods in which it occurs. Physical design should respond to the scale and features of the surrounding community, while improving critical elements such as transparency and permeability.
  - *Work with neighbors.* Infill development requires neighborhood consultation to understand the concerns, goals, and needs of existing neighborhoods. Ensure the planning and design process provides proper avenues for neighborhood input while fulfilling the community's larger goals for walkability and compact development.
- **Policy LU 1.1.15 SACOG Blueprint Principles.** Strive to adhere to the Sacramento Reigonal Blueprint Growth Principles.
- **Policy LU 1.1.16 Community Engagement in the Planning Process.** Engage the community in the planning process. Ensure the public has access to accurate and timely information and has convenient and meaningful ways to contribute ideas.
- **Policy LU 2.1.2 Broadstone District.** Encourage a mix of uses, including an emphasis on high-density residential, and pedestrian- and bicycle-friendly street patterns in the Broadstone District to increase its functionality as a vibrant gathering place for the community.
- **Policy LU 2.1.3 South of 50 Town Center.** Encourage the establishment of a town center south of Highway 50 that serves as a community gathering place. The town center should be easily accessible by all modes of transportation and have a fine-grained mix of uses, including retail, service, residential, public, entertainment, and recreation uses that creates a walkable environment.
- **Policy LU 3.1.1 Mixed-Use Nodes.** Encourage mixed-use development in nodes located at major intersections that include housing, open space, and offices. This development pattern should reflect best practices in mixed-use development, in contrast to strip retail development corridors.
- **Policy LU 3.1.2 Districts and Corridors.** Encourage development of diverse mixed-use districts and corridors that address different community needs and market sectors, provide a variety of housing opportunities, and create district and unique areas of the city.
- **Policy LU 3.1.3 Mixed-Use Design.** Encourage mixed-use developments to limit the number of access driveways, minimize building setbacks, and require active edges on ground floor space adjacent to sidewalks.
- **Policy LU 3.1.4 Compatibility with Adjoining Uses.** Encourage development and redevelopment of higher-density mixed-use development within districts and along corridors to be compatible with adjacent land uses, particularly residential uses.
- **Policy LU 3.1.5 East Bidwell Street.** Encourage new development along east Bidwell Street by creating a stronger mixed-use development pattern, both horizontal and vertical, with an emphasis on medium- and higher-density housing, while also addressing local and citywide demand for retail and services.
- **Policy LU 3.1.6 Central Commercial District.** Encourage development of mixed-use projects that create a walkable, vibrant district along East Bidwell Street between Coloma Street and Blue Ravine Road.
- **Policy LU 3.1.7 Creekside District.** Encourage development of a medical and assisted living district centered around Mercy Hospital Folsom and East Bidwell Street that includes a mix of uses, including medical offices, housing, and related retail and service uses.
- **Policy LU3.1.8 College District.** Encourage development of a vibrant, walkable district centered around Folsom Lake College and East Bidwell Street that includes student and faculty higher housing, retail, and daily service uses for students, faculty, and staff.

- Policy LU 4.1.2 Mix of Uses Near Station. Encourage new development around transit stations that mix retail with a variety of housing and employment options to transform Folsom stations into destinations that take advantage of public investment in transit.
- Policy LU 4.1.4 Restrict Auto-Oriented Uses Around Transit Stations. Restrict new auto-oriented uses (e.g., automobile repair, gas station, car wash, drive through restaurants, mini storage facilities) within one-quarter of mile of light rail stations.
- Policy LU 6.1.1 Complete Neighborhoods. Encourage the establishment of "complete neighborhoods" that integrate schools, childcare centers, parks, shopping and employment centers, and other amenities.
- Policy LU 6.1.3 Efficiency Through Density. Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.
- Policy LU 6.1.7 Residential Densities in Area Plans and Specific Plans. Allow residential densities within an area plan or specific plan to vary, provided that the overall dwelling unit buildout within the plan area shall not exceed that authorized by the General Plan.
- Policy LU 7.1.2 Commercial Expansion. Support the expansion of Folsom's commercial sector to meet the needs of Folsom residents, employees and visitors.

Folsom Plan Area Specific Plan

The Folsom Plan Area (FPA) is a comprehensively planned community that proposes new development patterns based on the principles of "Smart Growth" and Transit Oriented Development. The Folsom Plan Area Specific Plan (FPASP) establishes a framework for logical and orderly growth within the Folsom Plan Area. As required by State law, the FPASP provides a variety of land uses that are consistent with the City of Folsom General Plan. The general land use designations applicable to the project include the following as defined in the 2022 updated FPASP (City of Folsom 2022):

- Multifamily Low Density (SP-MLD). The multifamily low density designation is intended to promote a variety of housing types that will result in diverse residential neighborhoods. Community and neighborhood features, such as parks, schools, and public safety facilities may be located within multifamily low density designated areas. The multifamily low density designation density range is from 7 to 12 dwelling units per gross acre.
- Multifamily Medium Density (SP-MMD). The multifamily medium density designation allows for medium density multiple family dwellings that embody the FPASP planning principles of compact growth and transportation options by their close proximity to community commercial centers, public transportation corridors, schools, parks and open space. The multifamily medium density designation provides maximum residential flexibility by allowing a wide variety of multifamily dwellings including, but not limited to, townhomes, apartments and condominiums. The multifamily medium density designation density range is 12 to 20 units per gross acre.
- Multifamily High Density (SP-MHD). The multifamily high density designation is the highest density residential land use in the Folsom Plan Area. The multifamily high density parcels are located adjacent to transit corridors, community commercial shopping, and the town center to facilitate access to public transportation and add vitality to the town center by increasing the resident population. Allowed housing types include, but are not limited to, apartments, condominiums, and townhomes. The multifamily high density designation density range is 20 to 30 units per gross acre.
- Mixed-Use (SP-MU). The mixed-use designation allows visitor serving uses, retail and office commercial uses, public and quasi/public uses, and residential uses including live/work studios. The intent of this land use is to encourage innovative design solutions that respond to fluctuating market conditions and evolving neighborhood demographics. The mixed-use designation encompasses the FPASP planning principles of pedestrian-oriented

compact growth, housing choices, mixed land uses, and transportation choices. The mixed-use designation residential density range allows for 9 to 30 units per gross acre.

- **Community Commercial (SP-CC).** The community commercial land use designation provides community-based convenience-oriented retail and service uses intended to serve residential neighborhoods within the Folsom Plan Area. The community commercial parcels average 5 to 10 acres in size and are located in close proximity to residential neighborhoods.
- **General Commercial (SP-GC).** The general commercial designation provides for a wide range of highway-oriented retail, office, manufacturing, lodging and service uses on sites ranging in size from 10 to 50 acres. Typically, general commercial parcels accommodate power centers, outlet stores, lifestyle centers and free-standing specialty stores or offices. Office and multi-family residential uses are permitted and encouraged for several of the FPA general commercial sites.
- **Industrial/Office Parks (SP-IND/OP).** The industrial/office parks designation is intended to provide areas for businesses, financial and professional services; limited retail uses; research and development; light industrial and public uses. This land use designation is provided to attract new businesses and jobs to the city in order to improve the Folsom Plan Area jobs/ housing balance.

The FPASP incorporates a number of objectives and related policies intended to guide the development of the Folsom Plan Area. Objectives and policies related to land use and planning from the 2022 updated FPASP are summarized below (City of Folsom 2022). FPASP policies associated with specific environmental topics (including aesthetics, air quality, cultural and tribal cultural resources, energy, greenhouse gas emissions, noise, population and housing, public services and recreation, transportation, and utilities and service systems) are discussed in the relevant chapters of this SEIR.

Objective 4.1: Develop a district town center that acts as both a community focal point and destination attraction, and also helps to create a unique Plan Area identify.

- **Policy 4.1:** Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.
- **Policy 4.4:** Provide a variety of housing opportunities for residents to participate in the home-ownership market.
- **Policy 4.6:** As established by the FPASP, the total number of dwelling units for the Plan Area is 11,461 and the total commercial square footage is 2,788,8441. The number of units within individual residential land use parcels may vary, so long as the number of dwelling units falls within the allowable density range for a particular land use designation. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Report/Environmental Impact Statement (SCH#200092051) shall not be exceeded without requiring further CEQA compliance.
- **Policy 4.6A:** A maximum of 937 low, medium and high density residential dwelling units are allowed only in the three General Commercial (SP-GC) parcels and the Regional Commercial (SP-RC) parcel located at the intersection of East Bidwell Street and Alder Creek Parkway. No more and no less than 377 high density residential dwelling units on a minimum of 14.8 acres shall be provided on these parcels. Other than the SP-RC and three SP-GC parcels specifically identified herein, this policy 4.6A shall not apply to any other Plan Area SP-RC or SP-GC parcels.

City of Folsom Municipal Code – Zoning

Title 17, Zoning, of the City of Folsom Municipal Code carries out the policies of the City of Folsom General Plan by classifying and regulating the uses and development of land and structures within the city, consistent with the General Plan (City of Folsom 2023). The Zoning Code is adopted to protect and to promote the public health, safety, comfort, convenience, prosperity, and general welfare of residents and businesses. The Zoning Code also sets land development requirements and establishes different uses within individual districts. Zoning regulations address the

physical development of a site, including building height, lot requirements, setback from lot lines, parking requirements, sign types and sizes, and additional regulations. The general zoning districts within the project planning area include the following:

- **Planned Development District (PD).** The purposes of the planned development district are to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations, to encourage the creative and efficient use of land, and to encourage the efficient allocation and maintenance of privately controlled open space through the redistribution of overall density where such redistribution is desirable and feasible. The planned development district is not intended to reduce the allowed density of development as specified in the general plan or to amend the allowed use of property as specified in the underlying zoning district. The planned development district is intended to be a combining district.
- **Specific Plan District (SP).** The purpose of the specific plan district is to provide a vehicle for implementing the city's general plan on an area-specific basis. A specific plan prepared in accordance with the standards set forth in the zoning code is intended to serve as a regulatory document, consistent with the General Plan. In the event there is an inconsistency or conflict between an adopted specific plan and comparable regulations of the zoning code, the specific plan will prevail.
- **Residential, Multifamily Dwelling District (R-M).** The residential, multifamily dwelling district is intended to be applied in areas where group dwellings and apartments are a logical and desirable use.
- **General Apartment District (R-4).** This district classification is intended to be applied in areas where group dwellings and apartments are logical and desirable use. "Group dwelling" means one of a group of two or more detached buildings, each of which is used as a dwelling and one or more of which has a site without a frontage to a public road.
- **Business and Professional Office District (BP).** The intent of the business and professional office district is to designate areas suitable for business and professional offices. Uses in the business and professional office district are intended to be low-intensity commercial uses and compatible with higher-intensity residential uses. Retail commercial activities are discouraged. The business and professional office district may serve as a buffer between retail commercial and residential areas. The business and professional office district should be located along major arterials or have direct access to one via a collector street.
- **Neighborhood Business District (C-1).** The purpose of the neighborhood business district is to designate areas suitable for low-intensity retail commercial activities oriented to serving nearby residential areas. Uses typically will be small retail services-oriented activities including small shopping centers. The neighborhood business district should be located on major arterials or secondary streets.
- **Central Business District (C-2).** The purpose of the central business district is to designate areas appropriate for a wide range of commercial activities serving the entire community. The central business district will include all sizes of shopping centers. Only manufacturing, warehousing, and the heaviest commercial uses are excluded. The central business district should be located on major arterials and thoroughfares.
- **General Commercial District (C-3).** The purpose of the general commercial district is to designate areas appropriate for heavy commercial activities. While all types of commercial activities are permitted, the general commercial district is intended for the highest-intensity commercial activities, which include heavy auto and truck traffic. The general commercial district should be located on major arterials and thoroughfares.
- **Agricultural-Reserve District (A-1-A).** The agricultural-reserve district is established to provide areas for interim agricultural and livestock grazing uses until such time as community services are available for urban development and to direct the orderly expansion of urban development consistent with the general plan. To the extent that the agricultural-reserve district is a reserve district, it may be applied in any land-use designation identified on the land use and circulation element map of the General Plan.
- **Light Industrial District (M-1).** The light industrial district is intended for low to medium intensity uses that involve the manufacture, fabrication, assembly, wholesale, or storage.

3.6.2 Environmental Setting

The City of Folsom is located in northeastern Sacramento County and encompasses approximately 17,303 acres. The City is served by Highway 50, which traverses east/west through the southern area of the City. Regionally important roadways serving the City include Greenback Lane, Madison Avenue, Folsom Auburn Road, Green Valley Road, Folsom Boulevard, and White Rock Road. The dominant land use in the city is residential. Commercial and industrial uses are mainly located along major roadways in the city, such as Folsom Boulevard, East Bidwell Street, and Highway 50. Open spaces are scattered across the city with the Folsom Lake State Recreation Area located on the northern edge of the city limits. The City has four existing zones in terms of land use patterns: 1) the Historic District is an intense mix of land uses at a small lot, walkable scale; 2) the southwest area of the city, between Highway 50 and East Bidwell Street, has a mix of housing with shopping, schools, parks, and offices, including the Central Business District between Riley Street and East Bidwell Street; 3) the areas west of the American River and north and east of East Bidwell Street are dominated by large residential neighborhoods and linear parkways, with a smaller supply of commercial uses, jobs, and schools; and 4) FPA, south of Highway 50, provides a combination of employment-generating uses, retail and supporting services, recreational uses, and a broad range of residential uses and associated infrastructure and roads on approximately 3,510 acres. At least 30 percent of the FPA must be maintained in permanently protected open space. As of the date of this SEIR, the FPA is partially constructed with residential housing to the east of East Bidwell Street between Highway 50 and White Rock Road. The first residences were occupied in 2019 and there are currently ten neighborhoods under construction. The first commercial site is also under construction. Alder Creek Elementary School and Mangini Ranch Elementary School are open and operational.

3.6.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

The following land use and planning impact analysis is based on a review of the City of Folsom General Plan and FPASP as compared to the proposed amendments under the project.

The evaluation of potential use and planning impacts is based on review of documents pertaining to the project planning area. As part of this review, local planning documents and land use plans were reviewed to determine whether implementation of the project would impede or conflict with those plans such that an environmental impact would occur. In determining the level of significance, this analysis assumes that the project would comply with relevant State regulations and local planning policies, where feasible.

THRESHOLDS OF SIGNIFICANCE

A land-use impact is considered significant if implementation of the project would do any of the following:

- physically divide an established community; and/or
- cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

ISSUES NOT DISCUSSED FUTHER

Physically Divide an Established Community

The project implementation would involve modifications of the existing East Bidwell Mixed Use Overlay to allow for increased densities and FAR. A new Transit-Oriented Development (TOD) overlay zoning designation would be created for increased densities and FAR for parcels around the Glenn and Iron Point Stations. The project would also amend the land use designations of the proposed rezone sites within FPA to allow for increased multifamily development capacity. In addition, the Town Center Overlay in the FPASP would be modified to allow increased

multifamily and mixed-use development capacity in the Town Center area. Overall, the project would result in higher densities allowed for residential development in the project planning area to provide opportunities for purposeful expansion that are aligned with regional growth objectives and State law. Increased General Plan and FPASP densities and FAR would increase the potential number of dwelling units in the city, but would not create structures, such as roadways, that could physically divide an established community. Therefore, the project would not result in impacts related to physical division of an established community and this topic is not addressed further in this Draft SEIR.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.6-1: Conflict with Applicable Land Use Plans, Policies, and Regulations

As discussed in Section 4.1.3, "Plan and Policy Consistency and Compatibility," and Section 4.1.4, "Land Use Evaluation,' of the General Plan EIR, implementation of the General Plan would be consistent with existing regional land use plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. The project would include amendments to the 2035 General Plan and Zoning Code to increase minimum density and maximum FAR standards for the East Bidwell Mixed Use Overlay Zone and establish a new TOD Overlay zoning designation. Similarly, the project would amend the existing Town Center overlay in the FPASP to increase minimum density and maximum FAR standards. The project would allow for increased minimum densities on rezone sites that are with multi-family and mixed-use designations. The project would also include land use amendments to the FPASP for the proposed rezone sites within FPA. These amendments would be in compliance with State law requirements and are intended to help the city meet its share of the Regional Housing Needs Allocation (RHNA) . The project is consistent with General Plan and FPASP policies related to environmental protections associated with land use, including those identified under Regulatory Setting that address the amount and location of growth, allowed uses, and development densities and intensities. The project would not result in a new or substantially more severe impact regarding land use and planning than was identified in the General Plan EIR. This impact would be **less than significant**.

Section 4.1.3, "Plan and Policy Consistency and Compatibility," and Section 4.1.4, "Land use Evaluation," of the General Plan EIR identified the adopted plans of other applicable agencies and evaluated the potential for implementation of the General Plan to result in a conflict with these plans. The General Plan EIR concluded that the 2035 General Plan would be consistent with the applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.

As set forth by State law, the General Plan serves as the primary planning document for the City and all subordinate documents and plans are required to be consistent with the General Plan. As described in Chapter 2, "Project Description," the project would involve General Plan land use and zoning amendments and FPASP amendments to increase capacity and accommodate the City's full housing need. Implementation of the project would not, in and of itself, directly cause new housing to be constructed in the city. However, the project would result in land use and zoning changes that could have an effect on the environment.

The East Bidwell Mixed Use Overlay Zone and the TOD overlay areas around the Glenn and Iron Point Stations would be zoned to allow for higher density residential development, which would help address the need for additional housing in the city in areas designated for urban land uses under the General Plan. These areas would provide access to services, shopping, and public transportation, while accommodating the City's RHNA. Therefore, the proposed land use and zoning amendments are consistent with the General Plan polices discussed in Section 3.6.1, "Regulatory Setting."

The proposed amendment to the Town Center overlay zone to increase minimum density and maximum FAR standards would allow for more residential and mixed-use development. In addition, the proposed rezone sites within FPA would be rezoned to allow for higher densities for residential development, as presented in Table 2-3 of Section 2, "Project Description." The project would result in the potential for an additional 1,882 residential units in FPA over the next 12 to 20 years. Approximately 251,266 square feet of non-residential development capacity would be reduced to offset the increased residential development in the Folsom Plan Area. The potential development of additional multifamily and mixed-use residential units in the Town Center as well as the additional multifamily and mixed-use residential units on the proposed rezone sites in FPA would address the remaining need for housing

within the City. In addition, FPA would be developed with a variety of urban land uses and supporting infrastructure. Therefore, the proposed zoning amendment and rezones in FPA are consistent with the General Plan and FPASP policies related to efficient land use and residential development as discussed in Section 3.6.1, "Regulatory Setting." Consistent with FPASP Policy 4.6, Sections 3.1 through 3.11 evaluate the environmental effects associated with implementation of the project, including increasing the total number of residential units in the Folsom Plan Area. Therefore, the proposed FPASP amendments are consistent with the FPASP policies discussed in Section 3.6.1, "Regulatory Setting."

Future development associated with the project, including residential development within the project planning area, would be required to be consistent with the General Plan and the FPASP (for sites located within the Folsom Plan Area) policies and programs adopted to address environmental effects. Future development would be reviewed for consistency with the development standards set forth in the Folsom Municipal Code and applicable objective design and development standard as part of the design review process. The project would not remove or modify any policies or measures from the General Plan and FPASP that are intended for environmental protection. The project could result in potential adverse environmental effects, including but not limited to air quality, cultural resources, noise, and water quality. Impacts to these resources, including consistency with applicable plans, policies, and regulations, are evaluated in the appropriate sections of this SEIR. The project would not result in a new or substantially more severe impact regarding land use and planning than was identified in the General Plan EIR. This impact would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

3.7 NOISE

This section includes a summary of applicable regulations related to noise and vibration, a description of ambient-noise conditions, and an analysis of potential short-term construction and long-term operational-source noise impacts associated with the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project (project). Mitigation measures are recommended as necessary to reduce significant noise impacts.

Comments related to concerns about traffic noise were received in response to the notice of preparation (NOP) during the public review period. Traffic noise is addressed under Impact 3.7-3. See Appendix A for all NOP comments received.

3.7.1 Common Noise Descriptors

Prior to providing the regulatory and environmental setting, some fundamental definitions of commonly used noise terms are provided in this section. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors used throughout this section.

- **Equivalent Continuous Sound Level (L_{eq}):** L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound level that occurs during the same period (Caltrans 2013: 2-48). For instance, the 1-hour equivalent sound level, also referred to as the hourly L_{eq}, is the energy average of sound levels occurring during a 1-hour period and is the basis for noise abatement criteria used by the California Department of Transportation (Caltrans) and the Federal Transit Administration (FTA) (Caltrans 2013: 2-47; FTA 2018).
- **Maximum Sound Level (L_{max}):** L_{max} is the highest instantaneous sound level measured during a specified period (Caltrans 2013: 2-48; FTA 2018).
- **Day-Night Level (L_{dn}):** L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-decibel (dB) "penalty" applied to sound levels occurring during nighttime hours between 10 p.m. and 7 a.m. (Caltrans 2013: 2-48; FTA 2018).
- **Community Noise Equivalent Level (CNEL):** CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7 p.m. and 10 p.m. (Caltrans 2013: 2-48).
- **Vibration Decibels (VdB):** VdB is the vibration velocity level in decibel scale (FTA 2018: Table 5-1).
- **Peak Particle Velocity (PPV):** PPV is the peak signal value of an oscillating vibration waveform. Usually expressed in inches/second (in/sec) (FTA 2018: Table 5-1).

3.7.2 Regulatory Setting

FEDERAL

US Environmental Protection Agency Office of Noise Abatement and Control

The US Environmental Protection Agency (EPA) Office of Noise Abatement and Control was originally established to coordinate Federal noise control activities. In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at more local levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to state and local governments. However, documents and research completed by the EPA Office of Noise Abatement and Control continue to provide value in the analysis of noise effects.

Federal Transit Administration

To address the human response to ground vibration, FTA has set forth guidelines for maximum-acceptable vibration criteria for different types of land use. These guidelines are presented in Table 3.7 1.

Table 3.7-1 Groundborne Vibration (GBV) Impact Criteria for General Assessment

Land Use Category	GVB Impact Levels (VdB re 1 micro-inch/second) Frequent Events[1]	GVB Impact Levels (VdB re 1 micro-inch/second) Occasional Events[2]	GVB Impact Levels (VdB re 1 micro-inch/second) Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 [4]	65 [4]	65 [4]
Category 2: Residences and buildings where people normally sleep.	72	75	80
Category 3: Institutional land uses with primarily daytime uses.	75	78	83

Notes: VdB referenced to 1 micro-inch/second and based on the root mean square (RMS) velocity amplitude.

1 "Frequent Events" is defined as more than 70 vibration events of the same source per day.

2 "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.

3 "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.

4 This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to define acceptable vibration levels.

Source: FTA 2018.

STATE

California Department of Transportation

In 2020, Caltrans published the updated Transportation and Construction Vibration Manual (Caltrans 2020). The manual provides general guidance on vibration issues associated with construction and operation of projects in relation to human perception and structural damage. Table 3.7-2 presents recommendations for levels of vibration that could result in damage to structures exposed to continuous vibration.

Table 3.7-2 Caltrans Recommendations Regarding Levels of Vibration Exposure

PPV (in/sec)	Effect on Buildings
0.4-0.6	Architectural damage and possible minor structural damage
0.2	Risk of architectural damage to normal dwelling houses
0.1	Virtually no risk of architectural damage to normal buildings
0.08	Recommended upper limit of vibration to which ruins and ancient monuments should be subjected
0.006-0.019	Vibration unlikely to cause damage of any type

Source: Caltrans 2020.

LOCAL

City of Folsom 2035 General Plan

The following General Plan goals and policies address noise and vibration and are applicable to the project (City of Folsom 2021):

- **Policy SN 6.1.1 Noise Mitigation Strategies.** Develop, maintain, and implement strategies to abate and avoid excessive noise exposure in the city by requiring that effective noise mitigation measures be incorporated into the design of new noise-generating and new noise-sensitive land uses.
- **Policy SN 6.1.2 Noise Mitigation Measures.** Require effective noise mitigation for new development of residential or other noise sensitive land uses to reduce noise levels as follows:

1. For noise due to traffic on public roadways, railroad line operations, and aircraft: achieve compliance with the performance standards within Table SN-1 [see Table 3.7-3].
2. For non-transportation-related noise sources: achieve compliance with the performance standards contained within Table SN-2 [see Table 3.7-4].
3. If compliance with the adopted standards and policies of the Safety and Noise Element will not be achieved even with feasible mitigation measures, a statement of overriding considerations for the project must be provided.

Table 3.7-3 General Plan Table SN-1: Noise Compatibility Standards

Land Use	Exterior Noise Level Standard for Outdoor Activity Areas[a] L_{dn}/CNEL, dB	Interior Noise Level Standard L_{dn}/CNEL, dB	Interior Noise Level Standard L_{eq}, dB[b]
Residential (Low Density Residential, Duplex, Mobile Homes)	60[c]	45	N/A
Residential (Multi Family)	65[d]	45	N/A
Transient Lodging (Motels/Hotels)	65[d]	45	N/A
Mixed-Use Developments	70	45	N/A
Schools, Libraries, Churches, Hospitals, Nursing Homes, Museums	70	45	N/A
Theaters, Auditoriums	70	N/A	35
Playgrounds, Neighborhood Parks	70	N/A	N/A
Golf Course, Riding Stables, Water Recreation, Cemeteries	75	N/A	N/A
Office Buildings, Business Commercial and Professional	70	N/A	45
Industrial, Manufacturing, and Utilities	75	N/A	45

Notes: Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Community Development Department.

a. Outdoor activity areas for residential developments are considered to be the back yard patios or decks of single-family residential units, and the patios or common areas where people generally congregate for multifamily development. Outdoor activity areas for nonresidential developments are considered to be those common areas where people generally congregate, including outdoor seating areas. Where the location of outdoor activity areas is unknown, the exterior noise standard shall be applied to the property line of the receiving land use.

b. As determined for a typical worst-case hour during periods of use.

c. Where it is not possible to reduce noise in outdoor activity areas to 60 dB, L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 65 dB, L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

d. Where it is not possible to reduce noise in outdoor activity areas to 65 dB, L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 70 dB, L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Source: City of Folsom 2021.

Table 3.7-4 General Plan Table SN-2: Noise Level Standards from Stationary Sources

Noise Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L_{eq}, dB	55	45
Maximum level, dB	70	65

Notes: Noise levels are measured at the property line of noise-sensitive use.

Source: City of Folsom 2021.

- **Policy SN 6.1.3 Acoustical Analysis.** Require an Acoustical Analysis prior to approval of proposed development of residential or other noise-sensitive land uses in a noise-impacted area.

- **Policy SN 6.1.1.4 Noise and Project Review.** Develop, maintain, and implement procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review and building permit processes. The appropriate time for requiring an acoustical analysis would be as early in the project review process as possible so that noise mitigation may be an integral part of the project design.
- **Policy SN 6.1.7 Noise Barriers.** If noise barriers are required to achieve the noise level standards contained within this Element, the City shall encourage the use of these standards:
    1. Noise barriers exceeding six feet in height relative to the roadway should incorporate an earth berm so that the total height of the solid portion of the barrier (such as masonry or concrete) does not exceed six feet.
    2. The total height of a noise barrier above roadway elevation should normally be limited to 12 feet.
    3. The noise barriers should be designed so that their appearance is consistent with other noise barriers in the project vicinity
- **Policy SN 6.1.8 Vibration Standards.** Require construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria as shown in Table SN-3 [see Table 3.7-1] (Groundborne Vibration Impact Criteria for General Assessment).

City of Folsom Municipal Code

The City of Folsom's Noise Control Ordinance was codified in Chapter 8.42 of the Folsom Municipal Code (FMC). The Noise Ordinance regulates individual noise events and specifics noise measurement criteria, allowable exterior and interior noise standards, noise source exemptions and special situations, and penalties for violation.

Section 8.42.040 of the FMC outlines the exterior noise standards for daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours. Specifically, the FMC states that it is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise, on property owned, leased, occupied or otherwise controlled by such person which causes the exterior noise level when measured at any affected single- or multiple-family residence, school, church, hospital or public library situated in either the incorporated or unincorporated area to exceed the City's noise level standards summarized in Table 3.7-5.

Table 3.7-5 City of Folsom Exterior Noise Level Standards

Noise Level Category	Cumulative Number of Minutes in any 1-hour Period	dBA Daytime (7:00 a.m. to 10:00 p.m.)	dBA Nighttime (10:00 p.m. to 7:00 a.m.)
1	30 minutes (L_{50})	50	45
2	15 minutes (L_{25})	55	50
3	5 minutes (L_{8})	60	55
4	1 minutes (L_{2})	65	60
5	0 minutes (L_{max})	70	65

Notes: Noise levels are measured at the property line of noise-sensitive use.

Source: City of Folsom 1993.

In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted so as to equal the ambient noise level. Each of the noise level standards specified in Table 3.7-5 shall be reduced by 5 dB(A) for simple tone noises, noises consisting primarily of speech or music, or for recurring noises.

In addition, Section 8.42.070 of the FMC discusses noise regulations with respect to air conditioning and refrigeration. It states that exterior noise levels shall not exceed 50 dBA as measured at the nearest noise-sensitive uses.

Section 8.42.060 of the City Code provides exemptions to all noise regulations specified within Chapter 8.42 of the Code. Exemptions applicable to the project include:

- Any mechanical device, apparatus or equipment used, related to or connected with emergency activities or emergency work.
- Noise sources associated with construction provided such activities do not take place before 7:00 a.m. or after 6:00 p.m. Monday through Friday or before 8:00 a.m. or after 5:00 p.m. on Saturday or Sunday.
- Noise sources associated with the maintenance of residential property provided such activities take place between the hours of 7:00 a.m. to dusk on any day except Saturday or Sunday, between the hours of 8:00 a.m. to dusk on Saturday or Sunday.

City of Folsom Standard Construction Specifications

The City of Folsom's Standard Construction Specifications were updated in 2020. The following standards regarding noise are applicable to the project (City of Folsom 2020).

- **Section 6.09 Sound Control Requirements.** This section requires that all construction work comply with noise level rules, regulations, and ordinances, and that all internal combustion engine shall be equipped with a muffler to control sound levels.
- **Section 7.23 Weekend, Holiday and Night Work.** This section prohibits construction work during evening hours (6:00 p.m. and 7:00 a.m.) or on Sundays or legal holidays, except with written permission of the City. Requests to work between 6:00 p.m. and 7:00 a.m. or on Sundays or legal holidays must be submitted in writing to the Owner's Representative (i.e., City's designated agent) at least two (2) Working Days in advance of the intended work. In case of an emergency the Contractor will be allowed to work at night or on Sundays or legal holidays but must notify the Owner's Representative immediately. An emergency shall be considered an unforeseen event that poses a danger to the public or to the uncompleted work.

Folsom Plan Area Specific Plan

The following Folsom Plan Area Specific Plan (FPASP) objectives and policies related to noise are appliable to the proposed rezone sites within the Folsom Plan Area (City of Folsom 2022):

- **Objective 10.10** Reduce the effect of noise impacts on the community by implementing mitigation measures identified in the FPASP EIR/EIS.
- **Policy 10.48** Residential developments must be designed and/or located to reduce outdoor noise levels generated by traffic to less than 60 dB.
- **Policy 10.49** Noise from Aerojet Rocketdyne propulsion system and routine component testing facilities affecting sensitive receptor areas shall be mitigated based on recommendations in the acoustical study.
- **Policy 10.50** The Conditions, Covenants and Restrictions in the Department of Real Estate Public Report shall disclose that the Plan Area is within the Mather Airport flight path and that overflight noise may be present at various times.
- **Policy 10.51** Landowner shall, prior to Tier 2 Development Agreement, record an easement over the property relating to noise caused by aircraft arriving or departing from Mather Airport.

3.7.3 Environmental Setting

ACOUSTIC FUNDAMENTALS

Prior to discussing the noise setting for the project, background information about sound, noise, and vibration is needed to provide context and a better understanding of the technical terms referenced throughout this section.

Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a human ear. Noise is defined as loud, unexpected, annoying, or unwanted sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determines the sound level and characteristics of the noise perceived by the receiver. The field of acoustics deals primarily with the propagation and control of sound.

Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz, or thousands of hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 mPa. Because of this large range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB).

Addition of Decibels

Because decibels are logarithmic units, SPLs cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness at the same time, the resulting sound level at a given distance would be 3 dB higher than if only one of the sound sources was producing sound under the same conditions. For example, if one idling truck generates an SPL of 70 dB, two trucks idling simultaneously would not produce 140 dB; rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level approximately 5 dB louder than one source.

A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within this range better than sounds of the same amplitude with frequencies outside of this range. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of A-weighted decibels [dBA]) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgment correlates well with the A-scale sound levels of those sounds. Thus, noise levels are typically reported in terms of A-weighted decibels. All sound levels discussed in this section are expressed in A-weighted decibels. Table 3.7-6 describes typical A-weighted noise levels for various noise sources.

Table 3.7-6 Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1,000 feet	— 100 —	
Gas lawn mower at 3 feet	— 90 —	
Diesel truck at 50 feet at 50 miles per hour	— 80 —	Food blender at 3 feet, Garbage disposal at 3 feet
Noisy urban area, daytime, Gas lawn mower at 100 feet	— 70 —	Vacuum cleaner at 10 feet, Normal speech at 3 feet
Commercial area, Heavy traffic at 300 feet	— 60 —	
Quiet urban daytime	— 50 —	Large business office, Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime	— 30 —	Library, Bedroom at night
Quiet rural nighttime	— 20 —	
	— 10 —	Broadcast/recording studio
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: Caltrans 2013: Table 2-5.

Human Response to Changes in Noise Levels

The doubling of sound energy results in a 3-dB increase in the sound level. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different from what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear can discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In general, the healthy human ear is most sensitive to sounds between 1,000 and 5,000 Hz and perceives both higher and lower frequency sounds of the same magnitude with less intensity (Caltrans 2013:2-18). In typical noisy environments, changes in noise of 1–2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness (Caltrans 2013:2-10). Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound would generally be perceived as barely detectable.

Vibration

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery) or transient in nature (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency, relative to displacement, velocity, or acceleration.

Vibration amplitudes are commonly expressed in PPV or RMS vibration velocity. PPV and RMS vibration velocity are normally described in in/sec or in millimeters per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings (FTA 2018:110, Caltrans 2013:6).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as VdB, which serves to compress the range of numbers required to describe vibration (FTA 2018:111; Caltrans 2013:7). This is based on a reference value of 1 micro inch per second.

The typical background vibration-velocity level in residential areas is approximately 50 VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2018:120; Caltrans 2013:27).

Typical outdoor sources of perceptible ground vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur to fragile buildings (FTA 2018:113). Construction activities can generate sufficient ground vibrations to pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants.

Vibrations generated by construction activity can be transient, random, or continuous. Transient construction vibrations are generated by blasting, impact pile driving, and wrecking balls. Continuous vibrations are generated by vibratory pile drivers, large pumps, and compressors. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment.

Table 3.7-7 summarizes the general human response to different ground vibration-velocity levels.

Table 3.7-7 Human Response to Different Levels of Ground Noise and Vibration

Vibration-Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Notes: VdB = vibration decibels referenced to 1 µ inch/second and based on the root mean square (RMS) velocity amplitude.

Source: FTA 2018:120.

Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which a noise level decreases with distance depends on the following factors:

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Roads and highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources, thus propagating at a slower rate in comparison to a point source. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. L_{eq} (1hr) and L_{dn} noise levels attenuate at a rate of 3 dB for each doubling of distance from a line source and L_{max} noise levels attenuate at a rate of 3 to 6 dB per doubling of distance (FTA 2018:14).

Ground Absorption

The propagation path of noise from a source to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective-wave canceling provides additional attenuation associated with geometric spreading. Traditionally, this additional attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard

sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver, such as soft dirt, grass, or scattered bushes and trees), additional ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the attenuate rate associated with cylindrical spreading, the additional ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance. This would hold true for point sources, resulting in an overall drop-off rate of up to 7.5 dB per doubling of distance.

Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels, as wind can carry sound. Sound levels can be increased over large distances (e.g., more than 500 feet) from the source because of atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also affect sound attenuation.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receiver attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction (Caltrans 2013:2-41; FTA 2018:16).

EXISTING NOISE ENVIRONMENT

Existing Noise- and Vibration-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels, and because of the potential for nighttime noise to result in sleep disruption. Additional land uses such as schools, transient lodging, long-term care medical facilities (e.g., hospitals and nursing homes), historic sites, cemeteries, and places of worship are also generally considered sensitive to increases in noise levels. These land use types are also considered vibration-sensitive land uses in addition to commercial and industrial buildings where vibration would interfere with operations within the building, including levels that may be well below those associated with human annoyance.

Noise-sensitive receptors within the vicinity of the project planning area include residential uses along the East Bidwell Corridor, east of Glenn Station, northeast of Iron Point Station, and east of Sites 144 and 157 in the Folsom Plan Area. The UC Davis Folsom Center for Health to be built out in multiple phases between 2022 and 2040 is located at the southwest corner of Highway 50 and East Bidwell Street. Dignity Health is planning to build a medical center at the northeast corner of Placerville Road and Alder Creek Parkway. In addition, the Mercy Hospital of Folsom located northeast of the intersection of Blue Ravine Road and East Bidwell Street is within 1,000 feet north of the East Bidwell Corridor.

Existing Noise Sources and Ambient Levels

This section describes the existing noise conditions of the project planning area. The General Plan EIR included a discussion of the existing noise environment within the city. Any projects that have occurred within the project planning area were required to be consistent with the development allowed by the General Plan and FPASP or via the General Plan or Specific Plan amendment process. In addition, projects developed as part of General Plan buildout would have been required to comply with all applicable General Plan and FPASP policies, ordinances, and mitigation measures of the prior EIRs. Therefore, no other changes to the existing conditions have been identified that would alter the conclusions in the prior EIRs.

Major Noise Sources

Major noise sources in the vicinity of the project planning area include traffic on roadways, rail operation, aircraft operations, and stationary sources. Each of these sources is discussed below.

Roadways

Traffic noise levels in the vicinity of the project planning area, as calculated in the General Plan EIR in 2015, at 100 feet from the roadway centerline and distances from the centerlines of selected roadways to the 60 dB, 65 dB, and 70 dB L_{dn} contours are summarized in Table 3.7-8. The loudest roadway segments that traverse through the project planning area include Highway 50 from Prairie City Road to the City limit in the Folsom Plan Area, Folsom Boulevard from Iron Point Road to Highway 50 in the Transit Priority Area, and East Bidwell Street from Iron Point Road to Highway 50 in the East Bidwell Corridor.

Table 3.7-8 2015 Traffic Noise Conditions

Project Planning Area	Roadway	From	To	L_{dn} at 100 feet from Centerline	Distance to Contour (feet) 70 dB L_{dn}	Distance to Contour (feet) 65 dB L_{dn}	Distance to Contour (feet) 60 dB L_{dn}
East Bidwell Corridor							
Central Commercial District	East Bidwell Street	Riley Street	Glenn Drive	65	46	98	211
	East Bidwell Street	Glenn Drive	Blue Ravine Road	66	54	116	249
Creekside District	East Bidwell Street	Blue Ravine Road	Oak Avenue Parkway	69	89	191	411
College/ Broadstone District	East Bidwell Street	Oak Avenue Parkway	Broadstone Parkway	70	93	201	434
	East Bidwell Street	Broadstone Parkway	Iron Point Road	70	99	213	459
	East Bidwell Street	Iron Point Road	Highway 50	72	129	278	599
Transit Priority Area							
Glenn Station	Folsom Boulevard	Glenn Drive	Blue Ravine Road	70	106	228	492
Iron Point Station	Folsom Boulevard	Iron Point Road	Highway 50	73	149	321	691
	Iron Point Road	Folsom Boulevard	Prairie City Road	65	48	104	223
Folsom Plan Area							
Sites 60, 63, 64 and 68	Highway 50	Prairie City Road	East Bidwell Street	77	311	671	144
Site 233	Highway 50	East Bidwell Street	City Limit	78	325	699	1507
Sites 2, 11, 15, and 16	Prairie City Road	Alder Creek Parkway	White Rock Road	64	40	85	184
Sites 74, 76, 144, 156, 157, 158, 160A, and 160B	East Bidwell Street	Alder Creek Parkway	White Rock Road	65	45	97	209

Source: City of Folsom 2018: Table 15-2.

Rail Operations

Sacramento Regional Transit light rail trains operate within the city along tracks located adjacent to Folsom Boulevard. Noise levels from light rail operation were documented in 2018 through noise measurements from a position 100 feet from the light rail track between the Iron Point and Glenn Stations and summarized in Table 3.7-9. In addition, the Placerville and Sacramento Valley Railroad runs an excursion railway occasionally through Folsom. The route in the City is along East Bidwell Corridor starting near the intersection of Oak Avenue Parkway and goes through the Folsom Plan Area.

Table 3.7-9 Noise Levels from Light Rail Operation

Period	L_{dn} at 100 Feet	Distance in Feet to 60 L_{dn} Contour	Distance in Feet to 65 L_{dn} Contour
Weekday	52	31	14
Saturday	48	15	7
Sunday & Holidays	47	13	6

Source: City of Folsom 2018: Table 15-3.

Aircraft Operations

Mather Field (formerly Mather Air Force Base) is located approximately 7 miles southwest of the city. The land use compatibility planning noise contours for the Mather Field indicate that the 60 dB CNEL noise contour does not extend into the city. The 60 dB CNEL noise contour is 3 miles west of the closest point of the Folsom city limits.

Construction Noise Sources

Noise levels generated by construction activities are generally isolated to the vicinity of a construction site and occur during daytime hours in accordance with City regulations. Construction activities generally occur for relatively short-term periods of a few weeks to several months and upon completion of construction activity, noise exposure ceases. Table 3.7-10 illustrates noise levels for common construction equipment at 50 feet.

Table 3.7-10 Noise Ranges of Typical Construction Equipment

Equipment Type	Typical Noise Level (L_{eq} dBA) at 50 feet
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Jackhammer	88
Loader	80
Paver	85
Pile-driver (Impact)	101
Pile-driver (Sonic)	95
Pneumatic Tool	85
Pump	77
Roller	85
Saw	76
Scarifier	76
Scraper	85
Truck	84

Notes: L_{eq} = equivalent sound level

Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

Source: FTA 2018: 176.

Stationary Sources

Existing and permitted future stationary sources of noise in and around the project planning area generally include a mix of commercial sources, including heating, ventilation and heating, ventilation, and air-conditioning (HVAC) equipment, shops, shopping centers, and special events such as concerts and fireworks, and activities at athletic facilities.

The Aerojet campus is located south of Highway 50 between Mercantile Drive and Prairie City Road, immediately west of Sites 2, 11, 15, and 16 in the Folsom Plan Area. Primary noise-generating activities at this facility have historically been associated with the large-scale testing of rockets and high-performance aircraft engines for use in military and aerospace applications. This large-scale testing has been discontinued at this site and has been moved to Edwards Air Force Base but could potentially occur in the future at a time of Aerojet's choosing.[1] Occasional smaller scale rocket engine tests occur 10 to 12 times a year with test durations of one to two minutes at the Aerojet campus adjacent to the Folsom Plan Area. Aerojet provides notification to the public and local agencies in advance of this testing. If a large-scale testing is ever performed, Aerojet engages in major public outreach with changeable sign boards on roads and other notification of the general public.

The Teichert Quarry is located on the east side of Scott Road approximately 5,000 feet south of White Rock Road (the southern boundary of Folsom Plan Area). The permit for the hard rock quarry is for the mining, processing and load-out of aggregate products but the site is not permitted for the manufacture of asphaltic or Portland cement concrete. Noise modeling indicated that mining and processing noise levels are predicted to be approximately 25 dB L_{eq} north of White Rock Road (City of Folsom 2018). Ambient noise monitoring conducted for the quarry north of White Rock Road indicated noise levels ranging from 51 to 56 dB L_{dn} (City of Folsom 2018).

Community Noise Survey

Measured ambient noise levels within and/or in the vicinity of the project planning area are provided in the General Plan EIR and summarized in Table 3.7-11. The measurements consisted of long-term (24-hour) samples.

Table 3.7-11 Long-Term Noise Measurement

Location	L_{dn} dB
East Bidwell Corridor	
In the vicinity of Central Commercial District [a]	52
North of College/Broadstone District [b]	49
Intersection of Highway 50 and East Bidwell [c]	57
Transit Priority Area	
Between Iron Point and Glenn Stations (100 feet from the tracks and adjacent to the Folsom Boulevard [d]	52 (during weekday)
Folsom Plan Area	
In the vicinity of Sites 15 and 16 [e]	52
In the vicinity of Site 74, 76, 156 and 157 [f]	51
In the vicinity of Site 233 [g]	58

Notes: Figure 15-3 of the General Plan EIR shows the locations of the community noise measurement sites.

a. Site 6 of General Plan EIR Table 15-6.
b. Site 7 of General Plan EIR Table 15-6.
c. Site 13 of General Plan EIR Table 15-6.
d. Site 9 of General Plan EIR Table 15-6.
e. Site 11 of General Plan EIR Table 15-6.
f. Site 12 of General Plan EIR Table 15-6
g. Site 14 of General Plan EIR Table 15-6.

Source: City of Folsom 2018.

[1] As of the writing of this SEIR this land is for sale for residential and commercial development.

Community Vibration Survey

A community vibration survey was conducted for the General Plan EIR. Vibration monitoring sites were selected to be representative of typical residential and park areas within the city. The monitoring consisted of short-term (15-minute) samples. Table 3.7-12 summarizes the vibration monitoring results that are within or near the vicinity of the project planning area.

Table 3.7-12 Short-Term Vibration Measurement

Location	VdB, RMS
East Bidwell Corridor	
Northeast of Creekside District [a]	37
South of Central Commercial District [b]	36
Within the College/Broadstone District [c]	29
Transit Priority Area	
Between Iron Point and Glenn Stations [d]	39
Folsom Plan Area	
East of Site 157 [e], site 10	29

Notes: Figure 15-3 of the General Plan EIR shows the locations of the community vibration measurement sites

a. Site 4 of General Plan EIR Table 15-7.
b. Site 5 of General Plan EIR Table 15-7.
c. Site 9 of General Plan EIR Table 15-7.
d. Site 7 of General Plan EIR Table 15-7.
e. Site 10 of General Plan EIR Table 15-7.

Source: City of Folsom 2018.

In addition, vibration measurements of the Sacramento Regional Transit light rail pass-bys were conducted at 100 feet from the tracks between the Iron Point and Glenn Stations. Eight separate light rail pass-bys were measured with vibration levels between 55 and 67 VdB, with an average of 59 VdB (City of Folsom 2018: Table 15-7).

3.7.4 Environmental Impacts and Mitigation Measures

METHODOLOGY

Impacts are modeled and analyzed based on a review of the project elements and their potential to result in physical changes to the environment if the project is approved and implemented. Each issue area is analyzed in the context of existing laws and regulations as well as policies adopted in the City of Folsom 2035 General Plan and FPASP, and the extent to which these existing regulations and policies adequately address and minimize the potential for impacts associated with implementation of the project.

Construction Noise and Vibration

To assess potential short-term (construction-related) noise and vibration impacts, sensitive receptors and their relative exposure were identified. Project-generated construction source noise and vibration levels were determined based on methodologies, reference emission levels, and usage factors from FTA's *Transit Noise and Vibration Impact Assessment* methodology (FTA 2018) and FHWA's *Roadway Construction Noise Model User's Guide* (FHWA 2006). Reference levels for noise and vibration emissions for specific equipment or activity types are well documented and the usage thereof common practice in the field of acoustics.

Operational Noise and Vibration

With respect to non-transportation noise sources (e.g., stationary) associated with project implementation, the assessment of long-term (operational-related) impacts was based on reference noise emission levels, measured noise

levels for activities and equipment associated with project operation (e.g., HVAC units, delivery docks), and standard attenuation rates and modeling techniques.

To assess potential long-term (operation-related) noise impacts due to project-generated increases in traffic, noise levels were estimated by logarithmically comparing the project's cumulative plus project average daily traffic (ADT) volumes to baseline ADT volumes. The analysis is based on data provided by the project traffic engineer and was used to calculate net increase in traffic noise. Note that the modeling conducted does not account for any natural or human-made shielding (e.g., the presence of walls or buildings) or reflection off building surfaces.

THRESHOLDS OF SIGNIFICANCE

For projects undertaken by the City of Folsom, where City noise standards are reasonable and appropriate thresholds for determination of significance, they have been included below. Therefore, a noise impact is considered significant if implementation of the project would result in any of the following:

- The City of Folsom does not have a quantifiable daytime construction noise threshold. Therefore, this analysis uses the FTA construction noise criteria for residential land uses to determine impact significance. A temporary construction noise impact would occur if construction noise levels would exceed the FTA threshold of 80 dBA L_{eq} for noise-sensitive land uses.
- Construction-generated vibration levels exceeding FTA's recommended standards with respect to the prevention of structural building damage (0.2 and 0.08 in/sec PPV for normal and historical buildings, respectively) or FTA's maximum-acceptable-vibration standard with respect to human response (72 VdB for residential uses) at nearby existing vibration-sensitive land uses.
- Long-term noise levels generated by stationary or area sources that exceed City Noise Control Ordinance standards.
- The Federal Interagency Commission on Noise (FICON) noise standards for long term traffic noise were used in the General Plan EIR to assess significant traffic noise increase. FICON noise standards state a significant impact would occur where:
  - A 5 dBA L_{dn} increase would occur in an existing environment of less than 60 dBA L_{dn},
  - A 3 dBA L_{dn} increase would occur in an existing ambient noise environment between 60 and 65 dBA L_{dn}, and
  - A 1.5 dBA L_{dn} increase would occur in an existing ambient noise environment greater than 65 dBA L_{dn}.
- For a project located within the vicinity of a private airstrip or 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, expose people residing or working in the project area to excessive noise levels.

ISSUES NOT DISCUSSED FURTHER

Airport Noise

As described in Section 3.7.3, no private airstrips are identified in or near the project planning area and the Mather Airport noise contours do not extend into the project planning area. Noise impacts due to proximity to public and private airports and airstrips are not discussed further.

Long-term Groundborne Vibration

The project would not result in the development of any major sources of ground vibration such as commercial railways or passenger rail transit lines. Therefore, development facilitated by the project would not result in long-term operational activities associated with permanent or substantial levels of ground vibration. This is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.7-1: Construction Activities Could Result in a Substantial Temporary Increase in Noise Levels at Nearby Noise-Sensitive Land Uses

The General Plan EIR determined that the potential noise generation from construction activities could result in a substantial temporary increase in noise levels, but that impacts would be less than significant with adherence to the FMC and General Plan policies. Construction activities associated with implementation of the project would result in greater construction noise than anticipated in the General Plan EIR. However, implementation of proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to **less than significant**, consistent with the conclusion in the General Plan EIR.

Impact N-2 of the General Plan EIR evaluated whether implementation of the 2035 General Plan would generate a substantial temporary increase in ambient noise levels. This impact was determined to be less than significant through compliance with the City Noise Ordinance Standards, General Plan Policy SN 6.1.3, Standard Construction Specifications, and adopted FPSAP Mitigation Measure 3A.11-1.

Implementation of the project would increase development capacity as well as density within certain areas of the city. The proposed increase in density could prolong and/or increase noise generated during construction as compared to currently permitted development in the project planning area. For example, constructing a multi-unit residential building could take longer and use different equipment than construction of single-family residences or a building with fewer units. Multi-family developments are often taller and could require use of larger and louder equipment, such as a crane. Construction noise associated with development under the project would be temporary in nature and vary depending on the characteristics of the construction activities being performed. However, due to the programmatic nature of the project, the timing, duration, and magnitude of construction activities for individual development associated with the project is currently unknown.

Noise generated during construction of residential buildings and related structures is typically associated with the operation of off-road equipment, with the loudest phases being grading, excavation, and demolition. Development facilitated by the project may also require the use of pile drivers for building foundations depending on site specific soil type. Typical noise levels generated by commonly used construction equipment would range from 76 dBA to 101 dBA at 50 feet, as shown in Table 3.7-10. Assuming noise from a pile driver at 101 dBA construction noise associated with the project could exceed the FTA construction noise threshold of 80 dBA L_{eq} at sensitive receptors within 560 feet of construction activity.

Construction from development facilitated by the project would be subject to Folsom Standard Construction Specifications that include standards for noise-related activities and exemptions for intermittent noise sources. Specifically, Section 7.23 of the Standard Construction Specifications prohibits construction work during hours (6:00 p.m. and 7:00 a.m.) or on Sundays or legal holidays, to reduce noise and other construction nuisance effects. Additionally, Section 6.09 of the Standard Construction Specifications requires that all construction work comply with applicable noise level rules, regulations, and ordinances, and that all vehicles be equipped with a muffler to control sound levels.

In accordance with the FMC and Standard Construction Specifications the majority of construction activities would occur during daytime hours, when sensitive receivers are less sensitive to increased noise levels. Additionally, adherence to the Folsom Standard Construction Specifications would ensure that noise from construction equipment would be reduced through application of mufflers to control noise levels. However, because details about site-specific construction are not currently known, it is not possible to determine construction activities, noise levels, or time periods for development under the project. Therefore, construction associated with development facilitated by the project could result in a substantial temporary increase in noise (i.e., noise levels would not exceed 80 dBA L_{eq}) beyond what was evaluated in the General Plan EIR. Therefore, this impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.7-1: Construction Noise Reduction Measure

Add new Implementation Program SN-17 Construction Noise Reduction:

- The City shall require that the following measures shall be implemented and specified on subsequent project building plans for development north of Highway 50 within 560 feet of sensitive land uses to ensure construction noise does not exceed 80 dBA L_{eq} at the nearest receptors:
  - To the extent feasible, alternative construction processes that generate lower noise levels shall be selected.
  - Construction equipment staging areas shall be located at the farthest distance feasible from nearby sensitive land uses.
  - For projects with pile driving, with approval and supervision of a qualified structural engineer, pile holes shall be predrilled to minimize the number of pile hammer drives necessary to seat piles, where feasible. Alternative to impact hammers, such as oscillating or rotating pile installation systems shall be used where feasible.
  - Effective pile driving noise control may be achieved by utilizing pile driving shrouds that acoustically shield the pile hammer point of impact, placing resilient padding on top of the pile, and by reducing exhaust noise with sound absorbing mufflers.
  - Post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager.

The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:

- **Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise Near Sensitive Receptors.** To reduce impacts associated with noise generated during project-related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:
  - Noise-generating construction operations shall be limited to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays and Sundays.
  - All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.
  - All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
  - All motorized construction equipment shall be shut down when not in use to prevent idling.
  - Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site).
  - Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.
  - Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which

construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.

- To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971).
- When future noise sensitive uses are within close proximity to prolonged construction noise, noise attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.
- The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.

Significance after Mitigation

Adherence to the Folsom Standard Construction Specifications, General Plan policies, FMC, and Mitigation Measure 3.7-1 and FPASP EIR/EIS adopted Mitigation Measure 3A.11-1 would reduce construction noise and development under project would not result in a substantial temporary increase in noise. Specifically, Mitigation Measure 3.7-1 would reduce construction noise for development north of Highway 50 within 560 feet of sensitive receptors by requiring mufflers that reduce noise levels by at least 5 dBA and effective pile driving noise controls, such as pile driving shrouds, that can reduce noise by up to 30 dBA (Marr 2015). With implementation of Mitigation Measure 3.7-1 noise levels from the loudest construction equipment (i.e., pile driving) would be reduced to 71 dBA and below the FTA construction noise threshold of 80 dBA L_{eq}. Due to increased construction noise compared to analyzed as part of the General Plan EIR this impact would result in a substantially more severe impact than what was addressed in the General Plan EIR. Project impacts would be **less than significant** with mitigation.

Impact 3.7-2: Exposure of Persons to or Generation of Excessive Vibration

The General Plan EIR included results from a community vibration survey that was conducted in December 2017 to establish existing vibration levels from operational sources such as rail transit and residential activities and addressed construction vibration impacts for vibration annoyance. Future development associated with the project would be subject to City General Plan policies that require adherence to specific vibration annoyance standards. Therefore, the project would not result in development that could expose sensitive receptors to excessive interior groundborne vibration levels. However, the General Plan EIR did not analyze potential vibration damage impacts from short-term construction activities and equipment. However, implementation of proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to **less than significant**.

The General Plan EIR determined that development as part of General Plan buildout would adhere to General Plan policies and would not exceed applicable vibration thresholds for vibration annoyance. However, the General Plan EIR did not analyze potential vibration damage impacts from short-term construction activities and equipment.

Implementation of the project would increase development capacity and density compared to what was proposed in the General Plan EIR. The proposed increase could result in different construction methods for constructing a multi-unit residential building could use different equipment than constructing single-family residences or a building with fewer units. As assessment of vibration damage and annoyance from construction equipment is provided below.

Vibration Damage

Construction activities generate varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. The use of off-road heavy-duty construction equipment could result in temporary ground vibration, depending on the type of equipment used for various phases of construction. Table 3.7-13 provides a list of vibration levels typically associated with various pieces of construction equipment at a distance of 25 feet.

Table 3.7-13 Typical Construction Equipment Vibration Levels

Equipment		PPV (in/sec) at 25 feet
Pile Driver (Impact)	Upper Range	1.518
	Typical	0.644
Pile Driver (Sonic)	Upper Range	0.734
	Typical	0.17
Vibratory Roller		0.21
Hoe Ram		0.089
Large Bulldozer		0.089
Loaded Trucks		0.076
Jackhammer		0.035
Small Bulldozer		0.03

Notes: PPV = peak particle velocity; in/sec = inches per second

Source: FTA 2018: 184.

As discussed under Impact 3.7-1, specific construction activities, proximity of equipment to existing structures and sensitive land uses, and specific duration of individual construction projects are unknown at this time. Therefore, this analysis evaluates the potential for impacts to occur at a programmatic level based on typical construction equipment that could be used for building construction. As shown in Table 3.7-13, construction activities often associated with development projects that do not require the use of pile drivers but involve equipment such as a large dozer, loaded trucks, and a jackhammer would typically generate ground vibration levels of approximately 0.09 in/sec ppv, or less, at 25 feet (FTA 2018). However, the construction of some buildings in the project planning area could require the use of pile drivers depending on site specific soil type and other foundation factors. In addition to building construction, road improvement projects (e.g., constructing roadways) often require the use of vibratory rollers which, when operated close to existing structures, can result in increased levels of annoyance. Based on reference vibration levels for typical construction equipment shown in Table 3.7-13, ground vibration levels associated with pile drivers can reach levels of 1.518 in/sec PPV at 25 feet and is therefore of greatest concern when evaluating construction-related vibration impacts.

Based on the FTA recommended procedure for applying a propagation adjustment to these reference levels, vibration levels from impact pile driving and vibratory rollers would exceed the threshold of significance of 0.2 in/sec for structural damage within 96 feet and 26 feet of construction vibratory equipment, respectively (see Appendix C). Vibration damage impacts would be **significant**.

Vibration Annoyance

The City uses the vibration standards in Table 3.7-1 as significance thresholds for analyzing potential vibration annoyance (human response) from vibration impacts. As shown in Table 3.7-1, vibration events that would occur from the same source more than 70 times per day, as would likely be the case with pile driving, are considered "frequent events." Frequent events in excess of 72 VdB are considered to result in a significant vibration annoyance impact (FTA 2018). Based on FTA's recommended procedure for applying propagation adjustments to these reference levels, vibration from pile driving and from a vibratory roller would exceed the threshold of significance when operated within approximately 54 feet and 292 feet of a building/structure, respectively (see Appendix C). At further distances, vibration levels would be less than 72 VdB. Depending on the distance to nearby sensitive receptors, construction

activities that involve the use of vibratory rollers or impact pile drivers could potentially exceed the FTA vibration human response criterion of 72 VdB for "frequent events" at nearby structures.

Development facilitated by the project would be subject to General Plan Policy SN 6.1.8, which requires projects that could generate a significant amount of vibration are to ensure interior vibration levels at nearby noise-sensitive receptors comply with the FTA criteria shown in Table 3.7-1. Compliance with General Plan Policy SN 6.1.8 would reduce the exposure of construction vibration annoyance impacts to below applicable levels. Vibration annoyance impacts would be **less than significant**.

Mitigation Measures

Mitigation Measure 3.7-2: Develop and Implement a Vibration Damage Control Plan

Add new Implementation Program SN-18 Construction Vibration Reduction:

- The City shall apply this Implementation Program to construction activity involving pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to reduce the potential for structural damage.
- Require project applicants with projects that involving pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile-driving or other vibration intensive activities with the potential to result in structural damage. The following vibration control measures (or other equally effective measures approved by the City) shall be included in the plan:
  - To prevent structural damage minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determined.
  - All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to the City of Folsom so as not to exceed the recommended FTA vibration damage levels.
  - Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.
  - Limit pile-driving activities to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.
  - Predrill pile holes to the maximum feasible depth to reduce the number of blows required to seat a pile.
  - Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible.
  - Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.

The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:

- Mitigation Measure 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.
  - To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.
  - To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.
  - All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.
  - A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.
  - Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.

Significance after Mitigation

Adherence to General Plan Policy SN 6.1.8 and implementation of Mitigation Measures 3.7-2 and FPASP EIR/EIS adopted Mitigation Measure 3A.11-3 would reduce potential vibration damage impacts from construction activities by requiring minimum setbacks to sensitive land uses, monitoring vibration levels during construction, and the use of alternative equipment when appropriate. Specifically, Mitigation Measure 3.7-2 would require alternatives to pile driving, such as auger cast piles that are free of vibration or jetting that can reduce vibration by 45 percent or to 0.64 inches/sec. (Marr 2015; Kandukuri et. al. 2022). With implementation of Mitigation Measure 3.7-2 vibration from the most vibratory equipment (i.e., pile driving) could be reduced to below FTA's recommended standards with respect to the prevention of structural building damage (0.2 and 0.08 in/sec PPV for normal and historical buildings, respectively. Through these measures, potential substantial impacts on sensitive land uses from pile driving, vibratory roller activity, and blasting would be reduced to meet applicable thresholds. Therefore, vibratory damage would result in a substantially more severe impact than was addressed in the General Plan EIR. Impacts would be **less than significant** with mitigation.

Impact 3.7-3: Traffic Noise

The General Plan EIR determined that implementation of the General Plan would result in an increase in average daily traffic volumes on affected roadway segments and consequently, an increase in traffic noise. Specifically, along affected roadway segments, implementation of the General Plan would result in net increases ranging from 0 to 8 dBA L_{dn} as compared to existing conditions. The General Plan EIR determined that, despite implementation of noise abatement programs and mitigation measures, it would not be possible to ensure that existing residential uses would not be exposed to a substantial increase in traffic noise levels that exceed City noise standards. Therefore, the General Plan EIR concluded that traffic noise impacts would be significant and unavoidable. Implementation of the project would result in net increase in traffic noise ranging from 0 to 3.6 dB L_{dn} on roadway segments within the project planning area. Therefore, project-related traffic noise would not generate a substantial increase in severity beyond what was identified in the General Plan EIR and this impact would remain **significant and unavoidable**.

The General Plan EIR Impact N-1 determined that implementation of the General Plan would result in net increases in noise levels along affected roadway segments that would range from 0 to 8 dBA L_{dn} compared to existing conditions. Noise increases along specific roadway segments were determined to be substantial (e.g., 3 dBA L_{dn} where existing or projected traffic noise levels range between 60 and 65 dBA L_{dn}, or 1.5 dB L_{dn} where existing or projected future traffic noise levels are greater than 65 dBA L_{dn}). Although the General Plan contains policies that require the preparation of noise studies for new development along affected roadways and project-specific noise mitigation measures to ensure that existing and proposed noise levels are satisfactory for nearby sensitive receptors, the General Plan EIR concluded that, because it may not be feasible to reduce the project-related long-term traffic noise levels to a less-than-significant level at existing noise-sensitive land uses, the impact would remain significant and unavoidable.

The project would result in the generation of new vehicle trips from the development of increased residential land uses in the project planning area. Additional vehicle trips would result in an increase in traffic-related noise levels on various roadway segments. Table 3.7-14 shows the project's contribution to cumulative average daily traffic volumes (under the existing General Plan) for the cumulative plus project scenario (see Appendix C).

Table 3.7-14 Predicted Cumulative Plus Project Traffic Noise Levels

Roadway	From	To	ADT Volumes Baseline dBA CNEL at 50 feet	ADT Volumes Baseline	ADT Volumes Cumulative No Project	ADT Volumes Cumulative Plus Project	Noise Increase, dBA L_{dn} Cumulative Increase over Baseline	Noise Increase, dBA L_{dn} Project's Contribution to Cumulative
E. Bidwell Street	E. Bidwell Street	Glenn Drive	66.9	9,042	9,516	10,447	0.6	0.4
Riley Street	E. Bidwell Street	Glenn Drive	64.8	5,541	5,362	6,371	0.6	0.7
Riley Street	Glenn Drive	Blue Ravine Road	65.0	5,826	5,994	8,510	1.6	1.5
Blue Ravine Road	E. Bidwell Street	Oak Avenue Parkway	69.5	16,544	16,509	17,078	0.1	0.1
Blue Ravine Road	Riley Street	E. Bidwell Street	70.4	20,356	20,563	21,202	0.2	0.1
Creekside Drive	Harrington Way	E. Bidwell Street	61.5	2,576	2,673	2,988	0.6	0.5
Creekside Drive	E. Bidwell Street	Oak Avenue Parkway	67.2	9,582.45	9,622.59	9,938.81	0.2	0.1
E. Bidwell Street	Blue Ravine Road	Oak Avenue Parkway	71.3	25,069	27,813	30,701	0.9	0.4
Oak Avenue Parkway	E. Bidwell Street	Blue Ravine Road	70.4	19,992	19,790	20,165	0.0	0.1
S. Lexington Drive	Oak Avenue Parkway	Silberhorn Drive	56.1	741	757	764	0.1	0.0
E. Bidwell Street	Oak Avenue Parkway	Scholar Way	73.1	37,814	41,855	44,987	0.8	0.3
Silberhorn Drive	Scholar Way	S. Lexington Drive	61.6	2,686	2,682	2,687	0.0	0.0
Scholar Way	E. Bidwell Street	Broadstone Parkway	64.5	5,239	4,624	4,709	(0.5)	0.1
E. Bidwell Street	Clarksville Road	Broadstone Parkway	72.6	33,267	37,643	39,366	0.7	0.2
Cavitt Drive	Scholar Way	Broadstone Parkway	56.5	815	929	951	0.7	0.1
Broadstone Parkway	E. Bidwell Street	Scholar Way	67.8	11,111	10,114	10,223	(0.4)	0.0
Broadstone Parkway	E. Bidwell Street	Iron Point Road	66.1	7,486	7,948	8,249	0.4	0.2
Clarksville Road	E. Bidwell Street	Broadstone Parkway	66.1	7,480	8,623	9,574	1.1	0.5
E. Bidwell Street	Broadstone Parkway	Iron Point Road	73.5	40,873	49,830	51,374	1.0	0.1
Iron Point Road	Broadstone Parkway	E. Bidwell Street	68.9	14,111	18,431	19,721	1.5	0.3
Iron Point Road	Placerville Road	Empire Ranch Road	67.6	10,608	14,887	15,232	1.6	0.1
E. Bidwell Street	Iron Point Road	US 50	74.1	47,039	62,710	64,850	1.4	0.1
US 50	Prairie City Road	E. Bidwell Street	65.6	6,715	6,273	6,447	(0.2)	0.1
US 50	E. Bidwell Street	Latrobe Road	73.1	37,239	36,609	36,613	(0.1)	0.0
E. Bidwell Street	US 50	White Rock Road	67.9	11,296	22,354	22,569	3.0	0.0
White Rock Road	E. Bidwell Street	Prairie City Road	68.3	12,442	15,427	15,405	0.9	0.0
Prairie City Road	US 50	White Rock Road	67.8	11,008	24,397	26,267	3.8	0.3
Folsom Boulevard	US 50	Iron Point Road	73.4	40,215	40,399	42,651	0.3	0.2
Folsom Boulevard	Iron Point Road	Blue Ravine Road	73.6	42,380	41,622	43,230	0.1	0.2
Natoma Station Drive	Folsom Boulevard	Ingersoll Way	68.3	12,349	11,848	12,028	(0.1)	0.1

Roadway	From	To	ADT Volumes Baseline dBA CNEL at 50 feet	ADT Volumes Baseline	ADT Volumes Cumulative No Project	ADT Volumes Cumulative Plus Project	Noise Increase, dBA L_{dn} Cumulative Increase over Baseline	Noise Increase, dBA L_{dn} Project's Contribution to Cumulative
Iron Point Road	Folsom Boulevard	Ingersoll Way	65.2	6,046	7,748	10,825	2.5	1.5
Ingersoll Way	Natoma Station Drive	Iron Point Road	59.6	1,681	1,602	2,417	1.6	1.8
Natoma Station Drive	Blue Ravine Road	Coventry Court	68.5	13,124	13,041	14,199	0.3	0.4
Blue Ravine Road	Folsom Boulevard	Prairie City Road	72.9	35,746	37,155	38,468	0.3	0.2
Folsom Boulevard	Blue Ravine Road	Glenn Drive	72.7	34,474	34,960	36,517	0.3	0.2
Glenn Drive	Folsom Boulevard	Sibley Street	60.6	2,105	2,460	5,656	4.3	3.6

As shown in Table 3.7-14, implementation of the project would result in net noise increases ranging from 0 to 3.6 dBA L_{dn} on roadway segments within the project planning area. The General Plan EIR identified that traffic noise would result in net increases ranging from 0 to 8 dBA. Therefore, cumulative traffic noise from the project would not result in a substantially more severe impact than identified in the General Plan EIR. Additionally, in accordance with General Plan Policy SN 6.1.2, effective mitigation for noise due to traffic on public roadways would be required for new residential development to meet the standards included in Table 3.7-3. Specifically, exterior noise levels for multi-family residential development would be required to meet the City's 65 dBA L_{dn} exterior noise standard and 45 dB L_{dn} interior noise standard which would address potential impacts to health impacts such as sleep disturbance during nighttime hours However, even with compliance with General Plan policies, and the City Code, it cannot be assured at this time that project-related long-term traffic noise would be reduced to a less-than-significant level. While, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR, this impact would remain **significant and unavoidable**.

Mitigation Measures

The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:

- **Mitigation Measure 3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-site Roadways.** To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:
  - Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).
  - Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:

- limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
- constructing exterior sound walls;
- constructing barrier walls and/or berms with vegetation;
- using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and,
- using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

Significance after Mitigation

No mitigation measures are available beyond adopted Mitigation Measure 3A.11-4 for development in the Folsom Plan Area, compliance with General Plan policies, and the FMC noise standards as they aim to comprehensively address construction noise sources. While there is no new significant traffic noise effect, and the impact is not more severe than identified in the General Plan EIR, the impacts would remain **significant and unavoidable**, consistent with the conclusion in the General Plan EIR.

Impact 3.7-4: Expose Existing Sensitive Receptors to New Stationary Noise Sources that Exceed Applicable Noise Standards

The General Plan EIR did not analyze impacts related to stationary noise sources. All future development associated with the project would be required to comply with the FMC and General Plan policies related to stationary noise standards. However, due to the programmatic nature of the project it cannot be assured that future development as part of the project would not exceed applicable standards. Implementation of proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to **less than significant**.

The project would include a rezone to permit residential development at increased density in the project planning area. Noise sources associated with residential land uses include mechanical equipment such as HVAC equipment, residential landscaping activities, and outdoor recreational activities. Noise levels from outdoor activities such as voices would be intermittent and unamplified, and therefore, not result in a substantial noise increase above ambient noise levels. Noise sources associated with the maintenance of residential property between the hours of 7:00 a.m. to dusk on Monday through Friday and 8:00 a.m. to dusk on Saturday and Sunday are exempt from the City's noise standards. Therefore, this analysis focuses on noise from HVAC equipment.

Noise levels from residential HVAC equipment vary depending on the unit efficiency, size, and location, but generally range from 60 to 70 dBA L_{eq} at a distance of 3 feet (Carrier 2022). Assuming HVAC equipment noise would be as loud as 70 dBA L_{eq} at 3 feet sensitive receivers withing 55 feet of HVAC systems would be exposed to noise levels exceeding the City's nighttime noise standards of 45 dBA L_{eq}. Therefore, HVAC noise could exceed City noise standards for stationary noise sources at nearby receptors. Therefore, this impact would be **significant**.

Mitigation Measures

Mitigation Measure 3.7-4: Heating, Ventilation, and Cooling Noise

Add new Implementation Program SN-19 Heating, Ventilation, and Cooling Noise Reduction:

- The City shall require an acoustical assessment to be prepared as part of subsequent land use development associated with development if an HVAC would be located within 55 feet of a sensitive receptor. The acoustical assessment shall evaluate the potential operational noise impacts attributed to HVAC noise. The acoustical assessment shall be completed by a qualified acoustical consultant that shall verify that the chosen mechanical equipment for individual development projects would not exceed 45 dBA at the nearest sensitive receptor, in accordance with City of Folsom noise standards. Where the acoustical analysis determines that noise levels would exceed applicable City noise standards, noise reduction measures shall be identified and included in the subsequent project. Nosie reduction measures may include, but are not limited to:

- Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor.
- Identifying the equipment's noise screening distance, ensuring that noise levels attenuate to below the 45 dBA HVAC noise standard at the nearest sensitive receptor, and installing the equipment at a distance no less than the screening distance.
- Employing noise dampening techniques such as solid enclosures or parapets walls to block the line-of-sight between the noise source and the noise-sensitive receptors. Blocking the line of sight with a solid barrier or enclosure would reduce noise levels by at least 5 dBA.

The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:

- **Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources.** The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:
  - Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.
  - External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.
  - Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as possible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.
  - Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.

Significance after Mitigation

Adherence to the General Plan Policy 6.1.2 and implementation of Mitigation Measure 3.7-4 and FPASP EIR/EIS adopted Mitigation Measure 3A.11-5 would reduce potentially significant stationary and HVAC noise levels at noise-sensitive receptors to a less-than-significant level. Screening distances, acoustical shielding methods, and proper selection of HVAC units with low noise emissions would ensure HVAC noise levels would comply with the stationary noise standard of 45 dBA at a receiving sensitive receptor. Individual developments would be required to adhere to the standards set forth in the FMC, General Plan, and mitigation measures of this SEIR. This impact would be **less than significant** with mitigation.

3.8 POPULATION AND HOUSING

This section describes the existing population and housing conditions in the City of Folsom and evaluates the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project's (project's) potential effects related to population and housing. Descriptions and analysis in this section are based on information provided by the City of Folsom General Plan, the California Department of Finance (DOF), and the Sacramento Area Council of Governments (SACOG). The analysis includes a description of the methods used for assessment, as well as the potential direct and indirect impacts of project implementation. The primary source of information used for this analysis is the General Plan EIR (City of Folsom 2018).

No public comments related to population and housing were received in response to the notice of preparation during the public review period.

3.8.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws are applicable to population, employment, and housing are applicable to the project.

STATE

Regional Housing Needs Plan

California General Plan law requires each city and county to have land zoned to accommodate a fair share of the regional housing need. The State determines the fair share allocated to each region in the state. The share is known as the Regional Housing Needs Allocation (RHNA). The RHNA for the City is based on a regional housing needs plan (RHNP) developed by SACOG. SACOG is the lead agency for developing the RHNP for each city and county in the Sacramento region.

LOCAL

Sacramento Area Council of Governments' Metropolitan Transportation Plan/ Sustainable Communities Strategy

SACOG adopted the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) on November 18, 2019. The MTP/SCS is a regional growth strategy based on local land use plans and forecasts that the Sacramento region will add 620,000 people, as well as the jobs and housing to support them, between 2016 and 2040 (SACOG 2019).

Within the City of Folsom, areas north of Highway 50 and south of Highway 50 are identified as Established Community and Developing Community in the MTP/SCS, respectively (SACOG 2019). Nearly two-thirds of the region's new housing and 85 percent of its job growth between 2016 and 2040 is expected to be in Center and Corridor (i.e., downtowns and commercial corridors) and Established Communities while the remaining third of new housing and 15 percent of job growth is expected to be in Developing Communities (SACOG 2019). Local land use plans generally aim to maintain the existing character and land use pattern in these areas, many of which are suburbs. Selective infill development, consistent with existing planning designations, is projected to occur gradually.

City of Folsom 2035 General Plan

The City of Folsom 2035 General Plan (2035 General Plan) is a broad framework for planning the future of Folsom. It is the official policy statement of the City Council that is used to guide the private and public development of the City

in a manner to gain the maximum social and economic benefit to the citizens. At buildout under the 2035 General Plan, the City is expected to have 43,247 dwelling units, 110,408 residents, and 65,273 jobs (City of Folsom 2018: Table 4-7).

2021-2029 Housing Element Update

The purpose of the Housing Element, which is part of the City's General Plan, is to ensure that the existing and future housing needs for all Folsom residents are met by identifying the City's housing goals, policies, and programs. As required by State law, the housing element must be updated every eight years. The current Housing Element addresses the 2021 through 2029 planning period. The major components of the Housing Element include housing needs assessment, constraints analysis, evaluation of past performance, housing sites inventory and analysis, housing resources, and policies and programs. The following Housing Element polices are applicable to the project:

- Policy H-1.1 Sufficient Land for Housing. The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.
- Policy H-1.2 Location of Higher-Density Housing Sites. The City shall endeavor to designate future sites for higher-density housing near transit stops, commercial services, employment centers, and schools, where appropriate and feasible.
- Policy H-1.3 Multi-family Housing Densities. The City shall encourage home builders to develop their projects on multi-family-designated land at the high end of the applicable density range.
- Policy H-1.4 Lower-Income Housing Replacement Sites. The City shall mitigate the loss of lower-income housing sites within the Folsom Plan Area by securing voluntary agreements with the landowners to find replacement sites as market-rate housing is developed on sites identified in the lower-income sites inventory.
- Policy H-1.7 Small Lot Development. The City shall revise the zoning code to establish a new zone for small lot development with standards allowing higher density, great lot coverage, reduced setbacks, and tandem parking, in order to encourage a variety of housing types and to promote more affordable home ownership opportunities.
- Policy H-1.9 Mixed-Use and Transit-Oriented Development. The City shall create additional opportunities for mixed-use and transit-oriented development.
- Policy H-6.3 Balance of Housing Types. The City shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the City, including the Folsom Plan Area, to achieve a balance of housing in all neighborhoods and communities.
- Policy H-7.2 Smart Growth. The City shall encourage "smart growth" that accommodates higher-density residential uses near transit, bicycle-, and pedestrian-friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use.

Program H-2 of the Housing Element calls for increasing densities in key areas of the city, including the East Bidwell Corridor, transit priority areas, and the Folsom Plan Area Specific Plan (FPASP) town center. One of the project's objectives is to implement Program H-2 to facilitate development and increase opportunities for multifamily high-density development. Policy H-2.5 is for the City to provide consistent and predictable policy direction based on objective design standards for multi-family residential project applicants. As part of a different process the City is currently working on developing objective design standards consistent with Housing Element Program H-8. Program H-3 of the Housing Element also calls for the City to develop and adopt appropriate development standards for transit-oriented development. Another project objective is to establish a new transit-oriented development overlay.

Folsom Plan Area Specific Plan

The FPASP identifies five residential land use designations to accommodate a variety of housing types including single family, single family high density, multifamily low density, multifamily medium density, and multifamily high density. The FPASP permits the development of 11,461 residential units covering 1,800 acres of the approximately 3,500-acre Folsom Plan Area. The FPASP incorporates the Housing Element policies to guide the development of

housing in the Folsom Plan Area. The policies that have been incorporated into the FPASP and are applicable to the project are Policies H-1.1, H-1.3, H-1.2, H-1.9, H-6.3, and H-7.2, as described above. It was estimated in 2010 that the buildout of the FPASP would result in a population of approximately 24,335 residents in the Folsom Plan Area (City of Folsom and USACE 2010). However, the FPASP has been amended since its adoption in 2011, which has refined the population estimates in the Folsom Plan Area. The most updated FPASP indicated that up to 11,461 residential units can be developed in the Folsom Plan Area, which would accommodate a population of 27,510 (City of Folsom 2022).

3.8.2 Environmental Setting

POPULATION AND POPULATION TRENDS

The City of Folsom was estimated to have a population of 85,498 in January 2023 (DOF 2023). According to the 2035 General Plan the City has an estimated development capacity that would support up to 110,408 residents (City of Folsom 2018). The City experienced its largest average annual growth rates (AAGRs) from 1950 to 1960 (8.8 percent) and from 1980 to 1990 (10.5 percent). However, in recent decades the AAGRs have been decreasing by 5.7 percent in 2000, 3.4 percent in 2010, and 1.2 percent in 2020 (City of Folsom 2021). However, Folsom has experienced increased growth between 2020 and 2023 at approximately 3.1 percent (Lillis 2023). It was estimated that the buildout of the FPASP would result in a population of approximately 27,510 residents in the Folsom Plan Area (City of Folsom 2022).

EMPLOYMENT

The educational services, health care, and social assistance industry employed the highest number of Folsom residents in 2018 and experienced the highest increase in employment from 15.6 percent of total jobs in 2010 to 21.9 percent in 2018 (City of Folsom 2021). Since 1984, the Intel Corporation has played a major role in the employment of Folsom residents, as well as residents from surrounding communities in the Sacramento region. As of 2023, the company employed approximately 5,000 employees at its Folsom branch. It was estimated that the buildout of the 2035 Geneal Plan would result in 65,273 jobs in the city (City of Folsom 2018).

HOUSING UNITS AND VACANCY

The U.S. Census Bureau defines a housing unit as a house, an apartment, a group of rooms, or a single room occupied or intended for occupancy as separate living quarters. The average number of persons per household in Folsom was estimated to be 2.55 in 2023 (DOF 2023). In January 2023, there were a total of 32,083 housing units in the city, consisting of 22,825 single-family detached homes, 930 single-family attached homes, 7,443 multifamily homes, and 85 mobile homes (DOF 2023). Approximately 30,743 housing units were occupied indicating a vacancy rate of 4.2 percent (DOF 2023).

The 2021-2029 Folsom Housing Element is required to accommodate the City's fair share of the RHNA that covers the 2021 through 2029 planning period and was adopted by the Folsom City Council on August 24, 2021. The City's allocation consists of 6,363 units, of which 3,567 units are to be affordable to low- and very low-households. The City is not required to make development occur; however, the City must facilitate housing production by ensuring that land is available and that unnecessary development constraints have been removed. The buildout of the 2035 Geneal Plan would result in a total of 43,247 units in the city (City of Folsom 2018). Included in that total amount of residential units, the FPASP permits development of up to 11,461 residential units in the Folsom Plan Area (City of Folsom 2022).

JOBS/HOUSING BALANCE

A jobs/housing ratio is a calculation of jobs per housing unit available in an area; a perfect balance is expressed as 1:1, or 1.0. A low jobs/housing ratio (less than 1.0) describes a housing-rich community with fewer available jobs for residents, while a high ratio (more than 1.1) describes a jobs-rich area with more jobs available for residents. The

2021-2029 Housing Element projects that the jobs/housing ratio in Folsom would decrease to 1.43 in 2040 from 1.74 in 2016 (City of Folsom 2021). Approximately 80 percent of the Folsom residents commute out of the city for work and 83 percent of persons employed in the city commute from areas outside of the city (City of Folsom 2021). Approximately 20 percent of Folsom's residents both live and work in the city.

3.8.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

To evaluate the potential impacts on population and housing, the 2035 General Plan population and housing projections for the City were compared to the population and housing anticipated under buildout of the project. This examination of exiting conditions is based on information obtained from buildout projected by the project and review of available housing projections from the City and California Department of Finance. In determining the level of significance, the analysis assumes compliance with relevant federal, state, and local laws, regulations, and ordinances.

THRESHOLDS OF SIGNIFICANCE

A population, employment, and housing impact is considered significant if implementation of the project would do any of the following:

- induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); and/or
- displace substantial numbers of existing people or homes, necessitating the construction of replacement housing elsewhere.

ISSUES NOT DISCUSSED FURTHER

Displace People or Homes

The purpose of the project is to amend the City's General Plan and Folsom Plan Area Specific Plan land use designations and zoning to facilitate development and increase opportunities for higher density multifamily and mixed-use development. Buildout of the project would result in the net new housing capacity of approximately 6,046 units in the City of Folsom. The project would not remove housing or otherwise displace substantial numbers of people or homes. Therefore, the project would have no impact related to the displacement of a substantial number of people or homes and this topic is not discussed further in this SEIR.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.8-1: Induce Substantial Population Growth

The 2035 General Plan EIR Section 4.2.3, "Population, Employment, and Housing Evaluation," concluded that implementation of the General Plan would not induce population growth in Folsom beyond levels identified by SACOG in preparation of the MTP/SCS. The project would accommodate up to 6,046 net new housing units, which would accommodate approximately 15,418 people. This growth would exceed the projected population under the General Plan, but would be consistent with the most recently adopted 2021-2029 Housing Element. The project would not result in a new or more substantially more severe impact regarding population growth than was identified in the General Plan EIR. This impact would be **less than significant**.

The General Plan EIR indicated that there would be no growth-inducing impacts related to the 2035 General Plan beyond levels identified in regional plans. The project would include amendments to the 2035 General Plan and

Zoning Code, as well as amendments to the FPASP to increase residential development capacity in the City of Folsom. While no specific development projects are proposed at this time, subsequent development throughout the City of Folsom under the project could result in additional population and housing growth.

SACOG projected that the City would have a population of 104,698 residents accommodating 38,850 dwelling units by 2036 (City of Folsom 2018). These projections were prepared at the regional level and were later revised by the City in the 2035 General Plan to reflect location information sources on planned an approved projects, updated market data, input from the development communities, anticipated development patterns, and available land. The General Plan EIR projects that at buildout, the city would grow to approximately 110,408 residents with approximately 43,247 housing units in 2035.

The project would result in a net new capacity of 6,046 housing units in the project planning area, which would accommodate approximately 15,418 people, based on 2.55 persons per dwelling unit. Therefore, the project would result in 15,418 new residents in the city beyond what was projected in the 2018 adopted General Plan. However, the City's Housing Element was updated and adopted in August 2021 following the adoption of the General Plan. The 2021-2029 Housing Element includes more recent housing and population projections for the 2021-2029 planning horizon in the city. The 2021-2029 Housing Element, as part of the General Plan, calls for creation of new housing opportunities to meet projected residential growth in the city acknowledged as part of the City's RHNA. The project is designed to fulfill Program H-2 of the Housing Element through amending standards to facilitate an increase in the amount of available land for residential and mixed-use development and increase the amount of higher density residential development in certain areas of the City. Although the project would have the potential to exceed the maximum population established in the General Plan EIR, the population increase potential associated with the project would be consistent with the 2021-2029 Housing Element and thus generally consistent with City and regional growth assumptions. The increased population levels associated with the project would be consistent with regional growth projections for the City and would meet the City's RHNA. The project would not induce substantial unplanned population growth in the city.

Of the proposed 6,046 housing units, 1,882 units would be located within the Folsom Plan Area accommodating approximately 4,800 residents south of Highway 50. As established in the FPASP, the total number of dwelling units planned for the Folsom Plan Area is 11,461 and the total population is 27,510. The project would exceed the maximum number of residential units and population established in the FPASP by 1,882 units and 4,800 residents, respectively. However, the population and housing increases in the Folsom Plan Area would be consistent with the 2021-2029 Housing Element and would help meet the City's RHNA. The increased population growth would be consistent with regional growth projections for the City. The project would not induce substantial unplanned population growth in the Folson Plan Area.

The project does not involve new construction or expansion of existing roadway infrastructure (e.g., new roads); however, infrastructure improvements and/or expansion to provide utilities to the project planning area would be necessary. Necessary infrastructure improvements would be limited to those necessary to serve development associated with the project and would not be sized to accommodate additional population growth beyond the growth disclosed herein. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. The project would not include substantial population growth above that which is already planned for the City. Impacts would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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3.9 PUBLIC SERVICES AND RECREATION

This section provides an overview of existing public services and evaluates the potential for implementation of the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project (project) to affect availability, service level, and/or capacity of public services, including fire-protection services, police-protection services, parks and recreation, and public schools, and, if such an effect is determined to occur, whether new or expanded facilities would be required that could result in a potentially significant impact to the environment. Other publicly provided utility services, such as solid waste disposal, water and wastewater treatment, stormwater management, electricity, and natural-gas services, are addressed in Section 3.11, "Utilities and Service Systems."

- One comment letter regarding parks and recreation services was received in response to the Notice of Preparation (NOP) (see Appendix A). The City of Folsom Parks and Recreation Department provided information on existing parks and recreational facilities in the city and requested consideration of increased demand on trail systems and consideration of the need for parks and recreation facilities for the increased population. The Park and Recreation Departments comments are addressed in the analysis below.

3.9.1 Regulatory Setting

FEDERAL

No federal plans, policies, regulations, or laws are applicable to the provision of public services and recreation for the project.

STATE

California Occupational Safety and Health Administration

In accordance with the California Code of Regulations, Title 8, Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Fighting Equipment," the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

California Fire Code

The California Fire Code (CFC) is contained within CCR Title 24. The CFC establishes requirements for development design to safeguard public health, safety and general welfare from the hazards of fire. This includes standards on building design, materials, fire flow, and other suppression provisions. The CFC also regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and the California Building Code use a hazard classification system to determine what protective measures are required to protect life and provide fire safety. These measures may include applying construction standards, requiring separation between structures and property lines, and using specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The CFC is updated every 3 years.

California Health and Safety Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, which includes regulations for building standards (as set forth in the California Building Code); fire protection and notification systems; fire protection devices, such as extinguishers and smoke alarms; high-rise building and childcare facility standards; and fire-suppression training.

Uniform Fire Code

The 2022 Uniform Fire Code (Fire Code) (California Code of Regulations, Title 24, Part 9), effective January 1, 2023, contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the Fire Code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. The Fire Code also contains specialized technical regulations related to fire and life safety.

Leroy F. Greene School Facilities Act

The Leroy F. Greene School Facilities Act (Chapter 407, Statutes of 1998) places limitations on cities and counties with respect to mitigation requirements for school facilities. It permits school districts to levy fees, based on justification studies, for the purposes of funding construction of school facilities, subject to established limits. The act further states that payment of these fees by a development project is considered adequate to reduce impacts of that project on schools to a less-than-significant level for the purposes of CEQA review and compliance.

School districts that can establish a need by completing an annually updated fee justification study are authorized to collect school impact fees on new residential and commercial/industrial development in accordance with Education Code Section 17620 and Government Code Section 65995. The development school impact fees are intended to provide the local school district's 50 percent share of the cost of new school construction.

The Folsom Cordova Unified School District (FCUSD) has established school mitigation fees for residential development in Rancho Cordova and Folsom at $7.38 and $8.89 per square foot, respectively, and $0.78 per square foot for commercial/industrial development (FCUSD 2023).

Quimby Act

The goal of the 1975 Quimby Act (California Government Code Section 66477) was to require developers to help mitigate the impacts of property improvements by requiring them to set aside land, donate conservation easements, or pay fees for park improvements. The Quimby Act gave authority for passage of land dedication ordinances only to cities and counties, thus requiring special districts to work with cities and/or counties to receive parkland dedication and/or in-lieu fees. The fees must be paid and land conveyed directly to the local public agencies that provide parks and recreation services community-wide. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities.

Originally, the Quimby Act was designed to ensure "adequate" open space acreage in jurisdictions adopting Quimby Act standards (e.g., 3 to 5 acres per 1,000 residents). In some California communities, the acreage fee was very high where property values were high, and many local governments did not differentiate on their Quimby fees between infill projects and greenbelt developments. In 1982, the Quimby Act was substantially amended via AB 1600. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project's impacts as identified through traffic studies required by CEQA. AB 1600 requires agencies to show a reasonable relationship between the public need for the recreation facility or parkland and the type of development project on which the fee is imposed. Cities or counties with a high ratio of parkland to inhabitants can set a standard of 5 acres per 1,000 residents for new development; those with a lower ratio can only require the provision of up to 3 acres of parkland per 1,000 residents. The calculation of this parkland-to-population ratio is based on a comparison of the population count of the last federal census to the amount of city- or county-owned parkland. The City of Folsom has adopted a standard of 5 acres per 1,000 residents.

Public Resources Code Section 21151.2

PRC Section 21151.2 requires school district governing boards to give the relevant planning commission a written notice in writing of the proposed acquisition before acquiring title to property for a new school site or for an addition to an existing school site. The planning commission is responsible for investigating the proposed site and providing it, and any related recommendations, to the governing board.

Government Code Section 65402

California Government Code Section 65402 requires a school district, prior to acquiring real property, to submit the location, purpose, and extent of such acquisition to the Planning Agency having jurisdiction for a determination as to conformity with the general plan.

Government Code Section 53094

A school district, with a two-thirds vote, may render a city zoning ordinance inapplicable to classroom facilities, except when the proposed use of the property by the school district is for non-classroom facilities. Before a school district can override a local zoning ordinance, it must first comply with expanded coordination and communication requirements. The district also must comply with pre-existing CEQA requirements regarding school site review before overriding local zoning.

LOCAL

City of Folsom General Plan

The following policies from the 2035 City of Folsom General Plan address public services and recreation resources and are applicable to the project (City of Folsom 2021).

Land Use Element

- **Policy LU 1.1.10: Network of Open Space.** Ensure designated open space is connected whenever feasible with the larger community and regional network of natural systems, recreational assets, and viewsheds.
- **Policy LU 6.1.4: Open Space in Residential Developments.** Require open space in each residential development except the following: developments located within a Specific Plan Area that has already dedicated open space, on multifamily parcels of less than 10 acres, and, on parcels of less than 20 acres for single family uses surrounded by existing development. Open space includes parklands, common areas, landscaped areas, paths and trails, and plazas. Open space does not include areas devoted to vehicle parking, streets, and landscaped streetscapes. To achieve the open space guidelines, a developer may be allowed to group the homes at smaller lot sizes around shared open space features, as long as the average gross density does not increase.

Natural and Cultural Resources Element

- **Policy NCR 1.1.5: New Open Space.** Continue to acquire strategically-located open space areas for passive and active recreational uses when such parcels of open space value become available and feasible funding sources are identified to sustain the ongoing maintenance expenses.
- **Policy NCR 1.1.6: Consolidate Parcels.** Encourage landowners to consolidate identified habitats, open space, and park lands between separately-owned development projects and individually-owned properties, when feasible.

Public Facilities and Services Element

- **Policy PFS 1.1.1: City Facilities.** Develop and maintain City facilities and buildings to meet the community's needs.
- **Policy PFS 1.1.4: Harris Center for the Arts.** Encourage a rich and diverse mixture of performance arts at the Harris Center for the Arts at Folsom Lake College as it enriches the lives of people throughout the region by providing a venue to experience cultural programs and performances.
- **Policy PFS 1.1.5: Relocate Corporation Yard.** Continue planning and funding efforts to relocate the City corporation yard to a site designated south of Highway 50.
- **Policy PFS 2.1.1: School District Coordination.** Coordinate with the school districts serving Folsom to ensure that school sites are dedicated or reserved for purchase by the districts so that:
    1. Each residential neighborhood will contain or have access to the appropriate elementary school according to school district standards;
    2. Children do not have to cross an uncontrolled intersection on an arterial road to reach an elementary school;

3. Elementary schools can be reached on foot by most of the neighborhood residents; and
4. A joint park/school site can be developed wherever possible.

- **Policy PFS 2.1.2: School Capacity and Development.** If a new development will not contain a school site, the City shall require applicants of new development to show that a school site has been dedicated, a school site will be dedicated, or a school already exists with capacity to serve the project.
- **Policy PFS 2.1.3: Adequate Financing.** Coordinate with school districts that serve the city in an effort to ensure adequate financing for new school facilities, including assistance in the collection of school district development fees from new development.
- **Policy PFS 2.1.4: Higher Education.** Encourage the development and expansion of Folsom Lake College, private universities, and other educational facilities.
- **Policy PFS 2.1.5: Library.** Strive to keep library programs and materials relevant, easy to access, and provided in a safe and enjoyable environment.

GOAL PFS 6.1: Maintain a high level of police service as new development occurs to protect residents, visitors, and property.

- **Policy PFS 6.1.1: Adequate Facilities.** Strive to provide law enforcement facilities, equipment and vehicles, and services to adequately meet the needs of existing and future development.
- **Policy PFS 6.1.2: Police Response Standards.** Strive to maintain the minimum feasible response times for police calls. The goal for Priority 1 (life threatening) and Priority 2 (crime in progress/just occurred) calls shall be five minutes or less for 90 percent of the calls given the resources available.
- **Policy PFS 6.1.3: Police Communication.** Maintain close ties and open lines of communication with the community and strive to improve customer satisfaction.
- **Policy PFS 6.1.4: Neighborhood Watch.** Provide neighborhood security and crime prevention information and training to neighborhood groups and homeowners' associations.
- **Policy PFS 6.1.5: Citizen Alert System.** Maintain and implement a system to call residents with important safety information. Circumstances for use could be notification of a missing child, necessary evacuations, or other public safety concerns.
- **Policy PFS 6.1.6: Youth Programs.** Maintain and implement programs that promote safety and a drug-free lifestyle to Folsom's young people.
- **Policy PFS 6.1.7: Development Review.** Continue to include the Police Department in the review of development proposals to ensure that projects adequately address crime and safety, and promote the implementation of Crime Prevention through Environmental Design principles.
- **Policy PFS 7.1.1: Adequate Facilities and Services.** Strive to provide fire department facilities, equipment and vehicles, and services to adequately meet the needs of existing and future development.
- **Policy PFS 7.1.2: Fire Response Standards.** Maintain adequate fire suppression response capabilities in all areas of the city consistent with the Fire Service Delivery Plan.
- **Policy PFS 7.1.3: Mutual Aid Agreements.** Maintain mutual aid agreements with neighboring jurisdictions in Sacramento, El Dorado, and Placer Counties that ensure the closest and appropriate unit will respond to an emergency.
- **Policy PFS 7.1.4: Optimal Siting.** Require that new fire stations are strategically located to ensure optimal response time and physical barriers are considered in the siting of new stations.
- **Policy PFS 7.1.5: Fire Flow Requirements.** Ensure that adequate water fire-flow capability is provided throughout the city that conforms to the fire flow requirements of the California Fire Code.

- **Policy PFS 7.1.6: Inspections.** Ensure the continued compliance of structures with City and State fire and life safety regulations by conducting periodic inspections.
- **Policy PFS 7.1.7: Built-In Fire Suppression.** Minimize dependence on fire department staff and equipment and improve fire safety by requiring installation of built-in fire suppression equipment in all new buildings in accordance with the California Fire Code.
- **Policy PFS 7.1.8: New Development.** Require that new development provides all necessary water service, fire hydrants, and roads consistent with Fire Department standards.
- **Policy PFS 7.1.9: Fire Access Design and Building Materials.** Ensure that fire equipment access is integrated into the design of new developments, as well as the use of fire-resistant landscaping and building materials.
- **Policy PFS 7.1.10: Removal of Fire Hazards.** Require property owners to remove fire hazards, including excessive/overgrown vegetation, hazardous structures and materials, and debris.

Parks and Recreation Element

- **Policy PR 1.1.1: Parks and Recreation Master Plan.** Maintain and continue to implement a Parks and Recreation Master Plan to carry out the goals and policies of this General Plan.
- **Policy PR 1.1.2: Complete System.** Develop and maintain a robust system of parks, recreation facilities, and open space areas throughout Folsom that provide opportunities for both passive and active recreation.
- **Policy PR 1.1.3: Park Design.** Develop well-designed parks that enrich and delight park users through innovative and context appropriate design.
- **Policy PR 1.1.4: Park Acreage Service Level Goal.** Strive to develop and maintain a minimum of five acres of neighborhood and community parks and other recreational facilities/sites per 1,000 population.
- **Policy PR 1.1.5: Bicycle and Pedestrian Plan Consistency.** Require parks and recreation facilities be consistent with Folsom's Bikeway Master Plan and Pedestrian Master Plan and connect to the bikeway system whenever possible.
- **Policy PR 1.1.6: Late-Night Park Use.** Develop and maintain parks with night-use capability.
- **Policy PR 1.1.7: Universal Access.** Require new parks and open spaces be easily accessible to the public, including providing disabled access.
- **Policy PR 1.1.10: Appropriate Land for Parks.** Land accepted for parks shall not be constrained by drainage, slopes, easements, regulated species/habitats, dense natural vegetation, and/or structures that limit the full recreational use.
- **Policy PR 1.1.11: Parkland Acreage.** Do not accept easements and designated open space/natural areas as parkland acreage. These areas may be used for parkland; but shall not be credited as parkland under the parkland dedication ordinance.
- **Policy PR 1.1.12: Neighborhood Parks.** Strive to ensure all neighborhoods, new and established, have parks that serve as community focal points.
- **Policy PR 1.1.13: Community Gardens.** Encourage community gardens consistent with the Parks and Recreation Master Plan.
- **Policy PR 1.1.14: Parkways.** Encourage the development of parkways and greenbelts to connect the citywide parks system.
- **Policy PR 1.1.15: Repair and Maintenance.** Maintain all facilities and equipment to ensure that State and industry safety standards and guidelines are met. The City shall monitor, repair, and replace facilities and equipment as needed.
- **Policy PR 1.1.16: Alternative Funding Sources.** Develop programs to identify and attain alternative sources of funding for the acquisition, development, and renovation of parklands and financing of recreation programs.

- **Policy PR 1.1.17: Capital Improvement Program.** Maintain and implement a capital improvement program for long-term and short-term recreation projects.
- **Policy PR 2.1.1: Diversity of Users.** Provide recreation programming, special events and venues, and educational opportunities that honor, interpret, and celebrate the diversity, history, cultural heritage, and traditions of Folsom.
- **Policy PR 2.1.2: Priority for Folsom Residents.** Ensure that Folsom residents be given first priority for the participation in City-sponsored recreation programs, activities, and leagues.
- **Policy PR 3.1.1: Simple Registration.** Encourage registration procedures for recreation programs that require minimal paperwork and are easy to understand.
- **Policy PR 3.1.2: Community Participation.** Encourage community participation in park and recreation planning through the Park and Recreation Commission and Arts and Cultural Commission and other relevant community meetings and forums, and by providing public information on recreation programs and activities.
- **Policy PR 4.1.1: Coordination with State and 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.
- **Policy PR 4.1.2: School Cooperation.** Strive to maintain a joint use arrangement of park and school facilities with the Folsom Cordova Unified School District.
- **Policy PR 4.1.3: County and State 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 on facility development and program offerings as appropriate.
- **Policy PR 4.1.4: Connections.** Coordinate with Sacramento Regional Transit and the State Department of Parks and Recreation on establishing trail linkages from light rail stations in Folsom to Lake Natoma, Folsom Lake, and the American River Parkway.
- **Policy PR 4.1.5: Waterway Recreation and Access.** Coordinate with Federal 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 to increase public access for active and passive recreation.

City of Folsom Municipal Code

Chapter 4.10: Park Improvement Fee

Chapter 4.10 of the Folsom Municipal Code (FMC) includes the requirements of the City's Park Improvement Fee to maintain a ratio of 5 acres of developed city parks per 1,000 residents. The Park Improvement Fee is required as a condition of development for projects and is deposited in a fund to finance the planning, construction, and development of park facilities. The fee is paid prior to the issuance of building permits and is determined based on the type and size of each project.

Chapter 16.32.040: Parkland Dedication

Chapter 16.32.040 of the FMC requires approval of a tentative or parcel map to determine the land required for dedication and/or in lieu fee payment for parkland as a condition of approval. The amount of land or payment of a fee in lieu of land for neighborhood and community park for recreational purposes is determined based on the formula included in FMC Section 16.32.040(D). According to Section 16.32.040(C) of the FMC the City has a standard of 5 acres of property for each 1,000 persons residing within the city. The money collected is required to be used only for the purpose of acquiring necessary land and developing new or rehabilitating existing neighborhood and community park or recreation facilities reasonably related to serving the subdivision.

Chapter 18.36: California Fire Code

The City adopted the 2022 California Fire Code with some local amendments as set forth in Section 8.36.020 of the FMC. Section 8.36.020 designates the chief of the Folsom Fire Department or authorized designee the authority to enforce this chapter of the FMC.

Chapters 4.10 and 16.32: Park and Recreation Dedication and Fees

FMC Chapter 16.32 requires tentative subdivision and tentative parcel map applicants to dedicate land or pay an in-lieu fee for the development of neighborhood and community parks and provides a formula for calculating the in-lieu fee. The parkland acquisition and development standard is 5 acres per 1,000 residents. FMC Chapter 4.10 requires that new residential developments that are not part of a subdivision dedicate land or pay an in-lieu fee for the development of neighborhood and community parks. Chapter 16.32 of the FMC provides a formula for calculating the in-lieu fee.

In addition, the City has a fee program specific to park development, the Park Improvement Fee. As part of this fee, residential developers are required to meet their Quimby obligation (park land dedication or in-lieu fee) pursuant to FMC Chapter 4.10 and are also responsible for paying the Park Improvement Fee, which goes toward expanding and maintaining existing park and recreation facilities. The Park Improvement Fee is expended solely to finance the planning, construction, and development of park facilities.

Folsom Cordova Unified School District Funding

The FCUSD operations are primarily funded through local property tax revenue that is first accrued in a common statewide pool, and then allocated to each school district based on average daily attendance. The FCUSD is funded by 50 percent state and 50 percent local sources. The district can receive local funding through developer impact fees, tax revenue from Mello-Roos districts, and General Obligation bonds (City of Folsom 2010). State law also permits the charging of development fees to assist the FCUSD in funding capital acquisition and improvements to programs for school facilities, based on documented justification that residential and nonresidential development projects generate students. The FCUSD allows the imposition of fees that can be adjusted periodically, consistent with SB 50. Current developer fees in the cities of Rancho Cordova and Folsom are $7.38 and $8.89 per square foot of residential space, respectively, and $0.78 per square foot of commercial/industrial space (FCUSD 2023).

Folsom Plan Area Specific Plan Infrastructure Fee

FMC Chapter 3.130 establishes and imposes a specific plan infrastructure fee (SPIF fee) on new development within the FPASP area that equitably spreads the burden of public improvements and facilities and distributes the cost of public lands and community parkland to development projects within the Folsom Plan Area. FMC Chapter 3.130.020(B) requires that new developments within the Folsom Plan Area provide, in a time frame related to its development, an adequate level of public infrastructure in order to maintain adequate levels of public services and not adversely impact other areas of the city.

Parks and Recreation Master Plan

The Parks and Recreation Master Plan is a document prepared and approved by the City. The Master Plan was developed to guide the City in providing parks and recreation opportunities for City residents. The Master Plan establishes a clear direction for the City's core services and responsibilities, defines service priorities and capital investments, and outlines the manner in which the parks and recreation facilities and program services will be funded and delivered. The City Council adopted the 2015 Update to the Parks and Recreation Master Plan that further refines existing community-wide park and recreation needs and incorporated the Folsom Plan Area for parks and park development programming (City of Folsom 2015).

3.9.2 Environmental Setting

FIRE PROTECTION

Fire prevention and protection services in the City are provided by the Folsom Fire Department (FFD). Under the direction of the Fire Chief, FFD is divided into five divisions: Administration, Emergency Medical Services, Fire Prevention, Operations, and Training, and is staffed by 81 fire-suppression, two fire prevention, and seven administration personnel. The largest concentration of personnel are the cross-trained firefighters who also provide expertise as paramedics and response to heavy and technical rescue, hazardous materials response, water rescue,

and other public safety services. In 2022, FFD responded to 9,733 emergency incidents, a 61 percent increase in call volume over the last 10 years. Additionally, FFD participates in the Statewide Master Mutual Aid System and Sacramento County Automatic Aid System.

Six fire stations and engine companies are strategically located throughout the city to provide assistance to area residents. Each fire station operates within a specific district that comprises the immediate geographical area around the station. The six fire stations include five fire engines, one fire truck, three ambulances, one command vehicle, two rescue boats, and one air unit. The FFD's fire stations are at the following locations (FFD 2023):

- Fire Station 34, 3255 Westwood Drive (Folsom Plan Area – anticipated fall 2024)
- Fire Station 35, 535 Glenn Drive
- Fire Station 36, 9700 Oak Avenue
- Fire Station 37, 70 Clarksville Road
- Fire Station 38, 1300 Blue Ravine Road
- Fire Station 39, 2139 Ritchie Street

In 2022, FFD's average response times was 6 minutes and 29 seconds to Emergency Incidents.

An important requirement for fire suppression is adequate fire flow, which is the amount of water, expressed in gallons per minute, available to control a given fire and the length of time this flow is available. The total fire flow needed to extinguish a structural fire is based on a variety of factors, including building design, internal square footage, construction materials, dominant use, height, number of floors, and distance to adjacent buildings. Minimum requirements for available fire flow at a given building are dependent on standards set in the California Fire Code.

LAW ENFORCEMENT

California Highway Patrol

The California Highway Patrol Valley Division provides services to the east Sacramento region from the division's East Sacramento office located at 11336 Trade Center Drive, Rancho Cordova, approximately 6.5 miles southwest of the City. The office patrols unincorporated areas of Sacramento County east of Watt Avenue, west of the El Dorado County line, south of the American River, and north of Jackson Road (State Route 16), as well as Sunrise Boulevard, and 175 square miles of unincorporated Sacramento County. In addition, the office provides programs such as teen driver safety seminars, bicycle safety presentations, workplace violence presentations, and child restraint installations and inspections (CHP 2023).

Folsom Police Department

Police protection services are provided by the Folsom Police Department (FPD) for areas within the City. FPD is headquartered at 46 Natoma Street in Folsom. FPD is divided into four divisions: the Patrol Division (Operations), the Investigations Division, the Administrative Services Division, and the Neighborhood Services Division. The Patrol Division is responsible for responding to calls for services and is made up of 30 officers who are supervised by five corporals and six sergeants and are managed by two lieutenants and a commander. The FPD has an authorized strength of 110 police department employees. The Police Department responded to approximately 89,000 calls for service in 2022 (FPD 2022).

FPD's officer-to-resident population ratio standard is 0.95 sworn police officers per 1,000 residents, and FPD's response time goal is 5 minutes for Priority 1 calls, which are emergency calls that require immediate assistance from police to prevent serious injury, death, and/or to arrest a violent felon. In2022 FPD's actual response time is approximately 7 minutes for Priority 1 calls (Personal Com. Hillman 2023).

SCHOOLS

FCUSD provides educational services, including elementary, middle, and high schools, to the cities of Folsom and Rancho Cordova. FCUSD operates 21 elementary schools, four middle schools, five high schools, five alternative schools, one adult education school, and one charter school (FCUSD 2022). Total student enrollment for 2022-2023 was 20,550 (DOE 2023).

To identify school needs, FCUSD has developed a comprehensive districtwide Facilities Master Plan (FMP). The FMP is the blueprint for investments in the educational infrastructure. The FMP indicates that during the 2012-2013 school year, there were a total of 19,163 students enrolled, of which 11,451 students were from the Folsom area of the District. Based on the projected increase in housing within the Folsom Plan Area, FCUSD estimates a total generation of 5,823 students and require an additional five elementary schools, one middle school, and one high school by 2025 (City of Folsom 2010).

LIBRARIES

The Folsom Public Library serves the Folsom community, located at 411 Stafford Street, approximately 0.5 mile north of the Central Commercial District in downtown Folsom. The Folsom Public Library, which was established in 1993 and relocated to the current location in 2007, followed by the Norman R. Siefkin Public Library in 2008, The libraries provide study and meeting rooms, book collections, and public computers. Together the new libraries offered 33,000 square feet of library space and state-of-the-art library services to meet the needs of Folsom residents for many years to come. In 2011, public library access to the Norman R. Siefkin Library ceased, but it remains a Vista del Lago High School library (Folsom Public Library 2023).

PARKS AND RECREATION

The Folsom Parks and Recreation Department provides park and recreational services to the City and maintains 48 parks covering approximately 240 developed acres and over 50 miles of paved recreational trails. According to the *Parks and Recreation Master Plan: 2015 Plan Update*, approximately 5.47 acres of parkland and 7.5 acres of open space were available per 1,000 population in 2015, and planned parklands would result in a park acreage standard of 6.21 acres of parkland and 17.58 acres of open space per 1,000 residents. The City's total parkland standard is 5 acres per 1,000 residents. The Master Plan concluded that planned park development would provide at least7.3 acre per 1,000-population, an excess of the 5 acres for 1,000 residents standard (City of Folsom 2015).

3.9.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

Evaluation of potential public service and recreation impacts are based on applicable City standards policies and a review of documents pertaining to the project, including the General Plan EIR. Impacts on public services and recreation that would result from the project were identified by comparing existing service capacity and facilities against future, new, or renovated facilities, the construction of which could have physical effects on the environment.

THRESHOLDS OF SIGNIFICANCE

A public services and recreation impact is considered significant if implementation of the project would do any of the following:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of

which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

- fire,
- police protection,
- schools,
- parks, and
- other public facilities.

- increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and/or
- include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

ISSUES NOT DISCUSSED FURTHER

Require Construction of New Libraries, Resulting in Adverse Environmental Impacts

As discussed in the General Plan EIR, the City proposes to reserve a portion of the Municipal Services Center within the FPASP area south of Highway 50 to house an express library (City of Folsom 2018). Increased population growth resulting from the project would not therefore result in a new or substantially more severe impact related to the construction of libraries than was addressed in the General Plan EIR. The project would not affect performance objectives for libraries and no additional libraries would be needed or constructed as a result of implementing the project. This issue is not discussed further.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.9-1: Require Construction of New Governmental Facilities, Resulting in Adverse Environmental Impacts

General Plan EIR Impact PSR-1 identified that increased development would increase the demand for governmental facilities, such as fire and police protection. Under the project, development would be intensified within the City and may increase demand for public services (including fire and police protection) that could require new or expanded facilities. Expansion of existing governmental facilities or construction of a new facility to meet the needs of the project would involve minor land clearing, grading, installation of utilities, and building construction. Construction activities and duration would be typical of such facilities and would be required to comply with applicable City policies and regulatory requirements to reduce adverse environmental effects. Additionally, new governmental facilities, including fire and police stations, would be constructed within the footprint of development envisioned as part of the 2035 General Plan. Therefore, such construction for new government facilities to support the project would not result in adverse effects on the environment. Increased population growth resulting from the project would not result in a new or substantially more severe impact related to the construction of government facilities than was addressed in the General Plan EIR. This impact would be **less than significant**.

General Plan EIR Impact PSR-1 concluded that increased development from buildout of the General Plan would result in increased demand for governmental facilities, including police and fire protection. The increased demand was determined to result in the need for new and expanded police and fire facilities. With implementation of applicable City policies and regulatory requirements, impacts from construction and expansion of police and fire facilities were determined to be less than significant in the General Plan EIR.

The project would include the development of approximately 6,046 net new housing units, which would accommodate approximately 15,418 persons. The General Plan EIR assumed growth projections of up to 110,408

persons. Therefore, the project would result in a 14 percent increase in population as compared to buildout assumptions in the General Plan EIR. The project would thus require increased capacity for police and fire services beyond what was assumed as part of the General Plan EIR analysis.

As assumed in the General Plan EIR, development would be intensified within the City and may increase demand for public services that could require development of new or expanded facilities, thereby resulting in the acquirement of additional staff and facilities to maintain the City's service times and to adequately serve the increased population. The 2035 General Plan includes policies intended to maintain adequate levels of service for fire protection and police protection for both existing and new residents, including one new fire station (Station 34) planned in the Folsom Plan Area. Implementation of state requirements, including California Fire Code (CCR Title 24), City regulations, and 2035 General Plan policies would ensure that public facilities and services would be funded and constructed as needed to serve new development.

Funding for public services would come from a number of different sources. New development associated with buildout of the project would be required to pay development fees into the City's General Fund to assist in funding public services, including fire and police protection. Additionally, all development associated with implementation of the project would be required to meet FFD standards related to access, fire hydrants, automatic sprinkler systems, fire alarm systems, water flow, and other requirements. Furthermore, FFD would review project construction plans and inspect the construction work as it progresses to ensure that future projects in the City meet State and local Building and Fire Code requirements.

The FPASP proposes to construct three fire stations and one police service center based on the increased demand for fire and law enforcement protection services to accommodate the influx of new residents and to maintain an adequate level of service. These facilities would be constructed throughout the Folsom Plan Area and would be available to serve the increased need for public services under the project (City of Folsom 2011).

Development of new public service facilities would include construction activities that are typical of other allowable land use types within the City (e.g., industrial, warehouse, commercial), and would consist of activities such as clearing and grading, utility installation, and construction of new structures. Construction would result in impacts that are similar to those discussed throughout this EIR, including temporary traffic, noise, and air quality impacts from construction. Generally, public services facilities are small (e.g., on the order of 2.5 acres) and their construction and operation would be required to comply with applicable City policies and regulatory requirements to reduce adverse environmental effects. There is no evidence to suggest that expansion of existing governmental facilities or construction of a new facility would result in unmitigable, adverse effects on the environment. There is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR. Therefore, this impact would be **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.9-2: Require Construction of New Schools, Resulting in Adverse Environmental Impacts

General Plan EIR Impact PSR-1 identified that increased development would increase the demand for school facility needs. Under the project, development within the City would be intensified and may increase demand for schools that could require new or expanded facilities. Expansion of existing schools or construction of a new school to meet the needs of the project would involve minor land clearing, grading, installation of utilities, and building construction. Construction activities and duration would be typical of such facilities and would be required to comply with applicable City policies and regulatory requirements to reduce adverse environmental effects. Additionally, new schools would be constructed within the footprint of development envisioned as part of the 2035 General Plan. Therefore, such construction for new schools to support the project would not result in adverse effects on the environment. The increased student population resulting from the project would not result in a new or substantially more severe impact related to the construction of schools than was addressed in the General Plan EIR. Impacts would be **less than significant**.

General Plan EIR Impact PSR-1 concluded that increased development from buildout of the General Plan would result in increased demand for school facilities. The increased demand was determined to result in the need for new and expanded schools to serve the anticipated population increase. With implementation of applicable City policies and regulatory requirements, impacts from construction and expansion of new school facilities were determined to be less than significant in the General Plan EIR.

Implementation of the project would result in an increase in housing and density in certain areas of the City. Overall, the project could increase the number of dwelling units in the City up to 6,046 units beyond those identified in the General Plan EIR. This increase of 6,046 net new housing units would result in a potential population increase in the City of up to 15,418 persons when compared to the adopted General Plan (see Section 3.8 "Population and Housing").

With the anticipated development under the project, there would be an increase in the number of school-aged children that would reside in the City. Table 3.9-1 summarizes the FCUSD student generation rates from the Student-Yield Generation Rates for the FCUSD prepared for the FPASP EIR/EIS (City of Folsom 2010).

Table 3.9-1 Potential New Students

Grade Level	Proposed Student Generation Rate	Maximum Potential of Additional Units Beyond Existing General Plan Buildout	New Students
Elementary (K–5)	0.07	6,046	423
Middle School (6–8)	0.04		242
High School (9–12)	0.04		242
Special Day Classrooms (K-12)	0.01		60
Total	—	**6,046**	**967**

Source: Calculated by Ascent Environmental in 2023.

Based on the current FCUSD student generation factors, the project could result in an additional 967 students to be enrolled at FCUSD schools beyond what was evaluated in the General Plan EIR. The anticipated increase in enrollment may not be accommodated by existing facilities and would require the use of new public school facilities to meet the demand generated by the project and maintain an adequate level of service for students.

New school facilities or expansion needed to serve the project would be funded through development under the project. Future applicants would be required to pay all applicable State-mandated school impact fees to FCUSD at the time of development. The City would determine the assessable square footage that would be subject to the fee at that time. FCUSD would determine the capacity of existing schools at the time of project build-out and would determine the need for new school facilities. FCUSD would oversee the environmental review and development of new facilities. In the event that school impact fees are not adequate to cover the need for new school facilities, FCUSD has the ability to raise fees as necessary. The California Legislature has declared that payment of the applicable school impact fee is deemed to be full and adequate mitigation under CEQA for impacts on school facilities (California Government Code Section 65996).

Additionally, FPASP proposed to construct five elementary schools and one combined middle school and high school to accommodate the estimated increase of 5,823 students as proposed by the FPASP. These schools would be located within the 130 acres of land designated for public schools throughout the Folsom Plan Area (City of Folsom 2010). The proposed new schools in the Folsom Plan Area would be designed and constructed in a way to accommodate anticipated growth from the project, as future applicants would be required to pay impact fees to FCUSD.

The project would generate approximately 967 new students that would be served the new schools proposed by the FPASP, which would fulfill the demand generated by the project. Construction of these schools would not result in any substantial physical impacts specific to public services that are not already an inherent part of overall project impacts and would be constructed within the footprint of development proposed in the General Plan. There is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR. Impacts specific to public facility construction related to school services are **less than significant**.

Mitigation Measures

No mitigation is required.

Impact 3.9-3: Require Construction of New Park or Recreation Facilities, Resulting in Adverse Environmental Impacts

General Plan EIR Impact PSR-2 identified that proposed development would increase the demand for existing recreational facilities and require the development of new recreational facilities in the City. Construction of park facilities would be subject to federal and state requirements, City regulations, and 2035 General Plan policies that would ensure that adequate parkland would be provided, and physical deterioration of existing facilities would be reduced. Furthermore, the City's existing and planned parks would sufficiently meet the City's standards for parkland supply as the population grows. This growth would be within the projections assumed under the General Plan. Therefore, increased population growth resulting from the project would not result in a new or substantially more severe impact related to park and recreational facilities than was addressed in the General Plan EIR. Project impacts would be **less than significant**.

General Plan EIR Impact PSR-2 concluded that increased development from buildout of the General Plan would result in increased demand for recreational facilities. The increased demand was determined to result in the need for new and expanded park and recreation facilities to serve the anticipated population increase. With implementation of applicable City policies and regulatory requirements, impacts from construction and expansion of new park and recreation facilities were determined to be less than significant in the General Plan EIR.

The project would accommodate approximately 15,418 new residents. The General Plan EIR assumed growth projections of up to 110,408 persons. Therefore, the project would result in a 14 percent increase in population as compared to buildout assumptions in the General Plan EIR. Therefore, the additional 15,418 new residents would require increased capacity for parks and recreational facilities beyond what was assumed as part of the General Plan EIR analysis. This would result in the increased use of existing park and recreational facilities and may require the construction of new facilities to adequately serve the expanded population.

The General Plan EIR assumed that the projected population of 110,408 by 2035 as proposed in the General Plan, the City would need a total of 552 acres of parkland to meet its standard of 5.0 acres per 1,000 population. An increase of 15,418 persons as part of the project would need a total of 629 acres of parkland in the City to meet the City standard. As indicated in the *Parks and Recreation Master Plan: 2015 Plan Update*, the City of Folsom Parks and Recreation Department manages a total of 891 acres of parks and open space, consisting of 340 acres of developed parks, 500 acres of open space, and 51 acres of Class I Bike Trial (City of Folsom 2015).

Therefore, there would be sufficient parkland to support project buildout.

Additionally, as part of the project, future tentative subdivision and tentative parcel maps under the project would be required to dedicate land or pay an in-lieu fee for the development of neighborhood and community parks, pursuant to FMC Chapter 16.32 and Chapter 4.10. Future development would also be subject to General Plan Policy LU 6.1.4 that requires open space in each residential development. FMC Chapter 3.130 establishes and imposes a SPIF fee on new development within the Folsom Plan Area that equitably spreads the burden of public improvements and facilities and distributes the cost of public lands and community parkland to development projects within the Folsom Plan Area. Therefore, development under the project would be required to develop or fund park and recreational facilities to meet the City's standard ratios for parkland to residents.

There is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. The project would ensure adequate parkland would be provided and the likelihood of overuse by new residents and accelerated physical deterioration of existing facilities would not result. Impacts would be **less than significant**.

Mitigation Measures

No mitigation is required.

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3.10 TRANSPORTATION

This section describes the applicable federal, state, and local transportation regulations and polices; discusses the existing roadway network and transportation facilities in the vicinity of the project site; and analyzes the potential impacts from implementation of the project on transportation. Mitigation measures that would reduce impacts, where applicable, are also discussed. The analysis within this section is based on the analysis and findings of the City of Folsom – SACOG Increasing Residential Capacities Draft Vehicle Miles Traveled (VMT) Analysis Memo (VMT Memo) prepared for the project (Kimley-Horn 2024), which evaluates the effects of the project based on the County of Sacramento CEQA significance thresholds contained within the County's Transportation Analysis Guidelines (TAG). The VMT Memo is included as Appendix D of this SEIR.

Pursuant to Senate Bill (SB) 743, Public Resources Code (PRC) Section 21099, and California Code of Regulations (CCR) Section 15064.3(a), generally, VMT is the most appropriate measure of transportation impacts and a project's effect on automobile delay shall no longer constitute a significant impact under CEQA. Therefore, the transportation analysis herein evaluates impacts using VMT and does not include level of service (LOS) analysis.

Comments received regarding transportation in response to the notice of preparation (NOP) included concerns about traffic increase on already congested roadways, trips generation during peak hours, VMT impacts, and future traffic control using roundabouts. These NOP comments are addressed as part of the analysis below. Because a project's effects on automobile delay no longer constitute a significant impact under CEQA, comments related to automobile delay (e.g., LOS, congestion) are not addressed here-in. See Appendix A for all NOP comments received.

3.10.1 Regulatory Setting

FEDERAL

There are no new federal laws or regulations addressing transportation that are relevant to the project.

STATE

Senate Bill 743

SB 743, passed in 2013, required the California Governor's Office of Planning and Research (OPR) to develop new CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

OPR published its proposal for the comprehensive updates to the State CEQA Guidelines in November 2017 which included proposed updates related to analyzing transportation impacts pursuant to SB 743. These updates indicated that VMT would be the primary metric used to identify transportation impacts. In December of 2018, OPR published the most recent version of the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) which provides guidance for VMT analysis (OPR 2018).

In December of 2018, OPR and the State Natural Resources Agency submitted the updated CEQA Guidelines to the Office of Administrative Law for final approval to implement SB 743. The Office of Administrative Law subsequently approved the updated State CEQA Guidelines and, as of July 1, 2020, implementation of CCR Section 15064.3 of the updated CEQA Guidelines applies statewide.

Technical Advisory on Evaluating Transportation Impacts in CEQA

To aid in SB 743 implementation, OPR released the Technical Advisory in 2018. The Technical Advisory provides advice and recommendations to CEQA lead agencies on how to implement SB 743 changes. This includes technical

recommendations regarding the assessment of VMT, thresholds of significance, VMT mitigation measures, and screening thresholds for certain land use projects. Lead agencies may consider and use these recommendations at their discretion.

The Technical Advisory also provides guidance on impacts on transit. Specifically, the Technical Advisory suggests that lead agencies generally should not treat the addition of new transit users as an adverse impact. As an example, the Technical Advisory suggests that "an infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network."

On December 18, 2019, California's Third District Court of Appeal published an opinion in *Citizens for Positive Growth & Preservation v. City of Sacramento*, which involved a challenge to the City of Sacramento's adoption of its General Plan based on LOS instead of VMT for transportation impact identification. In reaching its decision in that case, the Court of Appeal applied Public Resource Code section 21099(b)(2) and stated, "existing law is that 'automobile delay, as described solely by level of service, or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA, except for roadway capacity projects.'" The Court therefore concluded that the General Plan's policies that included LOS standards could not be used as a threshold to determine whether the project would have a significant environmental impact under CEQA. VMT is used to identify the project's potentially significant transportation impacts for the purposes of this EIR.

California Department of Transportation

The California Department of Transportation (Caltrans) is the state agency responsible for the planning, designing, constructing, operating, and maintaining the California State Highway System. As part of these responsibilities, Caltrans reviews local development projects subject to CEQA to assess potential impacts on the State Highway System based on the Vehicle Miles Traveled-Focused Transportation Impact Study Guide (VMT TISG) and the Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance (Caltrans Safety Impact Guidance) summarized below.

Vehicle Miles Traveled-Focused Transportation Impact Study Guide

The VMT TISG outlines how Caltrans will review land use projects with a focus on supporting state land use goals, state planning priorities, and greenhouse gas (GHG) emissions reduction goals. The VMT TISG endorses OPR's Technical Advisory as the basis for transportation impact analysis methodology and thresholds, including the use of screening to streamline qualified projects because they help achieve the state's VMT reduction and mode shift goals (Caltrans 2020a).

Caltrans Safety Impact Guidance

The Caltrans Safety Impact Guidance provides technical instructions on how to evaluate potential safety impacts on the state highway system. This guidance largely focuses on the actions of Caltrans district staff in performing the analysis and providing relevant impact information to lead agencies. The interim guidance recommends that safety analyses include a review of three primary elements related to transportation safety—design standard compliance, collision history, and collision risk (consistent with the Federal Highway Administration's Systemic Approach to Safety). The interim guidance does not establish specific analysis methods or significance thresholds for determining safety impacts under CEQA. Additionally, Caltrans notes that local agencies may use the interim guidance at their own discretion as a guide for review of local facilities (Caltrans 2020b).

Caltrans Corridor Management Plan

Caltrans has also developed the following report and plan that set expectations for the performance of US Route 50 (US 50 or Highway 50) within the vicinity of the project planning area:

- United States Route 50 Transportation Concept Report and Corridor System Management Plan, District 3 (Caltrans 2014)

Any improvements or modifications to US 50 within and near the project planning area would need to be approved by Caltrans.

REGIONAL

Metropolitan Transportation Plan/Sustainable Communities Strategy

Sacramento Area Council of Governments (SACOG) is an association of local governments from six counties and 22 cities within the Sacramento region. The counties include El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba. SACOG is responsible for preparing and updating the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and the corresponding Metropolitan Transportation Improvement Program (MTIP) for the six-county Sacramento region. In response to this requirement, SACOG completed the 2020 MTP/SCS. The purpose of the 2020 MTP/SCS is to establish regional access and identify mobility goals; identify present and future transportation needs, deficiencies, and constraints within the transportation system; analyze potential solutions; estimate available funding; and propose investments. Implementation of the 2020 MTP/SCS is expected to result in a 10 percent reduction in VMT per capita in 2040 compared to 2016. On November 18, 2019, the SACOG Board of Directors adopted the 2020 update to the MTP/SCS (SACOG 2019).

The Congestion Management Process (CMP) and MTP/SCS are developed as a single integrated document. As part of the MTP/SCS, SACOG's CMP addresses the six-county Sacramento region and the transportation network therein. The CMP focuses on travel corridors with significant congestion and critical access and mobility needs to identify projects and strategies that meet CMP objectives. Transportation projects are nominated by local agencies and analyzed against community priorities identified through public outreach, as well as technical performance and financial constraints.

Metropolitan Transportation Improvement Program

SACOG prepares and adopts the MTIP approximately every 2 years. The MTIP is a short-term listing of surface transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant. On December 16, 2022, The SACOG 2023-26 MTIP received federal approval (SACOG 2022). The 2023–26 MTIP covers 4 years of programming: federal fiscal years 2023 through 2026. The project listing in the MTIP provides a detailed description for each individual project in the 2023–26 MTIP, including those in Sacramento County and the City of Folsom.

Regional Bicycle, Pedestrian and Trails Master Plan

SACOG approved the Regional Bicycle, Pedestrian, and Trails Master Plan in April 2015 (SACOG 2015). It envisions a complete transportation system that supports healthy living and active communities where bicycling and walking are viable and popular travel choices in a comprehensive, safe, and convenient network. The Regional Bicycle, Pedestrian, and Trails Master Plan is intended to guide the long-term decisions for the Bicycle and Pedestrian Funding Program. The projects included in this plan are regionally significant projects that require at least partial regional funding. This plan is not fiscally constrained, so it contains at least 20 years' worth of projects.

LOCAL

City of Folsom General Plan

The following transportation and circulation policies from the *City of Folsom General Plan* are applicable to the project (City of Folsom 2018).

Mobility

- **Policy M 1.1.1 Complete Streets.** Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods.
- **Policy M 1.1.3 Accessibility.** Strive to ensure that all streets are safe and accessible to people with limited mobility and other disabilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act.

- **Policy M 1.1.5 Connected Neighborhoods.** Require the continuation of the street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles.
- **Policy M 1.1.6 Intermodal Connections.** Provide connections between modes, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots.
- **Policy M 1.1.7. Transportation System Management.** Require a transportation system management (TSM) program that applies to existing as well as future development and will ensure the assumed reduction in peak hour vehicle trips.
- **Policy M 1.1.8 Intelligent Transportation Systems (ITS) Master Plan.** Prepare and adopt an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Require that all development projects incorporate ITS infrastructure where feasible and consistent with the City's adopted ITS Master Plan.
- **Policy M 1.1.9 Transportation Demand Management.** Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city.

Pedestrians and Cyclists

- **Policy M 2.1.1 Pedestrian Master Plan.** Maintain and implement a pedestrian master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.
- **Policy M 2.1.3 Pedestrian and Bicycle Linkages in New Development.** Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities.
- **Policy M 2.1.5 Bikeway Master Plan.** Maintain and implement a bikeway master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.
- **Policy M 2.1.10 Bicycle Parking.** Require adequate short- and long-term bicycle parking for all land uses, except for single family and single family high-density residential uses.
- **Policy M 2.1.14 Intersections.** Ensure new intersections are designed to safely accommodate pedestrians and bicyclists, along with all other transportation modes.
- **Policy M 2.1.16 Safe Routes to School.** Encourage the construction of facilities and provision of programs that ensure Folsom children can walk or bike to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs.

Transit

- **Policy M 3.1.1 Access to Public Transit.** Strive to ensure that all residents have access to safe and convenient public transit options.
- **Policy M 3.1.2 Transit for Elderly and Persons with Disabilities.** Continue to provide accessible, on-demand transit for the elderly and persons with disabilities.

Vehicular Traffic and Parking

- **Policy M 4.1.7 Landscape Maintenance Assessment Agreements.** Require the establishment of homeowners associations or landscaping and lighting districts for new developments adjacent to arterial roads to ensure that planting strips are constructed and properly maintained.
- **Policy M 4.1.10 Traffic Calming.** Continue to implement traffic calming measures in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles.

Transportation and Funding

- **Policy M 7.1.1 New Development.** Require new development to contribute towards the construction of offsite facilities and provision of services to achieve the City's mobility goals.
- **Policy M 7.1.2 Fair Share for Transportation Infrastructure Improvements.** Require all new development to dedicate rights-of-way, construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and transit facilities, roadway improvements, and ITS and transportation demand management (TDM) programs and services.

Air Quality and Greenhous Gas Emissions

- **Policy NCR 3.1.3 Reduce Vehicle Miles Traveled.** Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit.
- **Policy NCR 3.2.3 Greenhouse Gas Reduction in New Development.** Reduce greenhouse gas emissions from new development by encouraging development that lowers vehicle miles traveled (VMT), and discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions while maintaining the balance of housing types Folsom is known for.

Folsom Plan Area Specific Plan

The following objectives related to transportation and circulation from the *Folsom Plan Area Specific Plan* (FPASP) are only applicable to the Folsom Plan Area (City of Folsom 2022a).

Circulation

- **Objective 7.1:** Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.
- **Objective 7.2:** Provide parallel vehicular capacity to Highway 50.
- **Objective 7.3:** Encourage non-vehicular travel options by providing sidewalks, trails and bikeway connectivity between neighborhoods and destination points.
- **Objective 7.4:** Consistent with the California Global Warming Solutions Act of 2006 (AB 32) and the FPASP Operation Air Quality Plan, improve Plan Area air quality by reducing VMT through innovative site design and the inclusion of a regional transit corridor.
- **Policy 7.2:** Circulation within the Plan Area shall be Americans with Disabilities Act (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.

Public Transit

- **Objective 7.9:** Plan transit-oriented development (TOD) projects that generate high potential transit use including a mix of commercial, mixed-use, office, and residential developments along the regional transit corridor.

Sidewalk, Trail and Bikeway Network

- **Objective 7.10:** Provide a continuous interconnected network of sidewalks, trails and bikeways throughout the Plan Area ranging from internal neighborhood connections to regional trail networks.
- **Policy 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 7.32 of the FPASP 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.

- **Policy 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.
- **Policy 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.
- **Policy 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.
- **Policy 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.14 of the FPASP.

City of Folsom Capital Improvement Plan

The City of Folsom Capital Improvement Plan (CIP) is a statement of the City of Folsom's policy regarding long-range physical development. The CIP is a multi-year plan that forecasts spending for all anticipated capital projects and is considered to be a link between the City's development and fiscal planning processes. Included in the CIP is the capital budget, which represents only the first year of the CIP. By providing a planned schedule, cost estimates, and location of public sector investments, the CIP provides private sector decision makers with valuable information on which to base investment decisions. The CIP also provides local elected officials and the public with valuable information concerning proposed public facilities and their associated costs. With regards to traffic, the transportation improvement fund receives impact fees and grants.

City of Folsom Neighborhood Traffic Management Plan

The City of Folsom Neighborhood Traffic Management Plan (TMP) is a set of guidelines intended to provide a framework for the selection, application, and design of traffic calming measures in the City of Folsom. The TMP includes a formal process for the implementation of traffic calming measures in neighborhoods and a toolbox of potential traffic calming measures. The guidelines provide a process for City staff and community members to identify various traffic problems experienced in existing neighborhoods (i.e., high speeds, traffic volumes, cut through traffic) and provide a way to develop effective traffic calming solutions.

Active Transportation Plan

The City of Folsom Active Transportation Plan (ATP) is the city's plan for improving mobility for all residents and visitors who walk, bike, run, and roll in and around Folsom. The ATP is an update to the previously adopted 2007 Bicycle Master Plan and 2014 Pedestrian Master Plan. Formal adoption of the ATP was made by the Folsom City Council on June 14, 2022. The ATP includes goals, objectives, and policies that guide the development of an active transportation network in the City of Folsom. It focuses on the safety and comfort of active transportation facilities, improving connections among on- and off-street facilities, and supporting connections to destinations across the city (City of Folsom 2022b).

3.10.2 Environmental Setting

This section describes the existing environmental setting, which is the baseline scenario upon which project-specific impacts are evaluated. The environmental setting for transportation includes baseline descriptions for roadway, bicycle, pedestrian, and transit facilities.

ROADWAY SYSTEM

Roadways in the City of Folsom are classified as freeways, expressways, arterial roads, collector roads, and local roads. A description of each as defined in the *City of Folsom General Plan* is provided below (City of Folsom 2018).

- **Freeways (or limited access highways).** Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the surface street system as possible. Highway 50 currently meets the definition of a freeway.
- **Expressways.** Allow for moderate- to high-speed travel within the city. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the city. An expressway may contain some grade-separated intersections, but this type of road would mainly be a surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway.
- **Arterial roads (or major streets).** Serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as "mobility," rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood. The city has two types: 1) "major arterials", which are typically divided four or six-lane roadways, and 2) "minor arterials," which are typically undivided four-lane roadways.
- **Collector (or secondary) roads.** Serve to route traffic from local streets within a residential neighborhood or a commercial area to an arterial road. Collector streets would not normally serve as "through" roads for more than one area, but would typically carry higher traffic volumes than local streets. The City has two types: 1) "major collectors," which are typically two-lane roadways with center turn lanes, and 2) "minor collectors," which are typically two-lane roadways without center turn lanes.
- **Local (or tertiary) roads.** Serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.

The major roadways serving the project planning area are summarized in Table 3.10 1.

Table 3.10-1 Major Roadways Serving the Project Planning Area

Freeways	Expressways	Arterial Roads	Collectors
Highway 50	The city does not currently have any expressways, but the Capital Southeast Connector Joint Powers Authority is proposing an expressway (Capital SouthEast Connector Project) along White Rock Road, the southern boundary of the Folsom Plan Area (Connector JPA n.d.).	Blue Ravine Road East Bidwell Street Folsom Boulevard Glenn Drive Iron Point Road Prairie City Road Riley Street	Blue Ravine Road (P) Coloma Street (P) Creekside Drive Ingersoll Way Natoma Station Drive Oak Avenue Parkway(P) Parkshore Drive Wales Drive

P = Portion of roadway is collector while remainder is either an arterial or local roadway.

PUBLIC TRANSIT SYSTEM

The Sacramento Regional Transit District (SacRT) operates the bus service for the City of Folsom. Folsom Stage Line Routes 10, 20, and 30 serve the project planning area north of Highway 50 (SacRT 2022). There are currently no fixed bus routes serving the Folsom Plan Area. A Transit Master Plan was prepared for the Folsom Plan Area in April 2010. The Transit Master Plan identifies the roadways to be used by bus transit routes, locations for bus turnouts and pedestrian shelters, locations for bus transfer stations, alignments for fixed route rail service, and the location of rail service stations within the entire Folsom Plan Area. The Transit Master Plan also identifies a "high capacity" bus route along Alder Creek Parkway that would link the residential areas with the major commercial areas in the Folsom Plan Area and the Hazel Avenue light rail station. It is anticipated that the transit system in the Folsom Plan Area would be developed in phases as development occurs (Fehr & Peers 2010).

SacRT operates light-rail transit (LRT) service in Sacrament County. LRT service is provided on the Gold Line from downtown Sacramento along the Folsom Boulevard/Highway 50 corridor to the Historic Folsom light-rail station, with stops at Hazel Avenue, Iron Point Road, Glenn Drive and Historic Folsom in the vicinity of the project planning area

(SacRT 2023a). SacRT proposes to add a second track for the Gold Line route to operate 15-minute services between Sunrise Station in Rancho Cordova and Historic Folsom Station in Folsom, rather than the existing 30-minute services. The construction of the second track is expected to begin in January 2024 and last through June 2024 (SacRT 2023b).

BICYCLE SYSTEM

The bicycle facilities in the City of Folsom are classified as Class I, Class II, Class III, and Class IV bikeways. A description of each as defined in the *City of Folsom General Plan* is provided below (City of Folsom 2018).

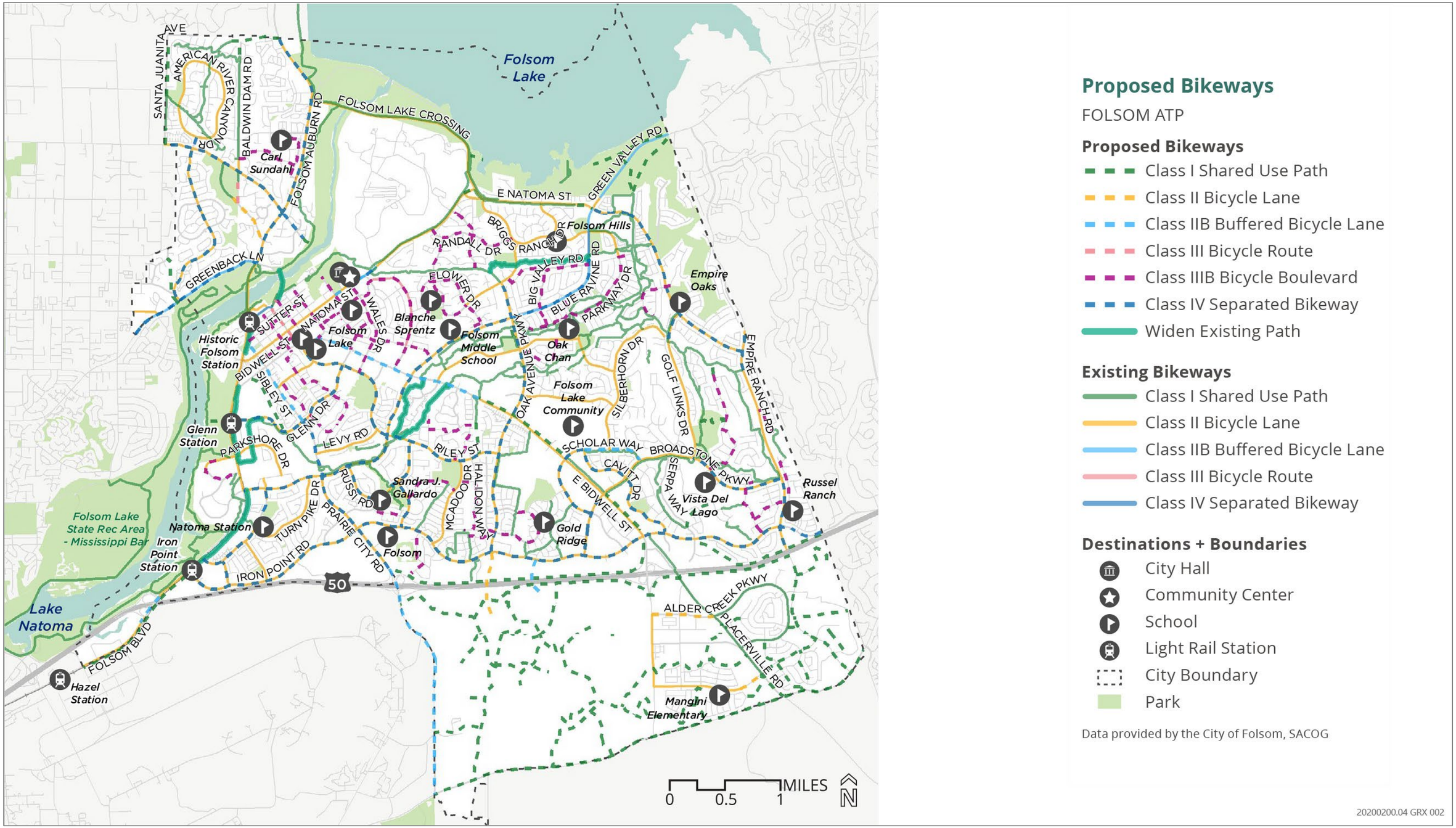
- **Class I Bikeways:** separated bicycle paths. These will be the preferred bikeway, whenever feasible.
- **Class II Bikeways:** bike lanes. These will be required in areas where on-street parking is likely to occur and in all collector and arterial streets where feasible. Such areas would be in the vicinity of apartment complexes and condominium complexes.
- **Class III Bikeways:** bike routes. These will be required in low-traffic areas where it is safe for bicycles to share the lane with autos and a Class I or Class II facility is not feasible.
- **Class IV Bikeways:** bicycle-only paths, or "cycle tracks." These are a version of separated bicycle paths that are designed for and limited to bicycle use only, and include a separation between bikeway and through traffic lanes. These will only be installed in special cases where right-of-way is constricted, or there is other significant need to provide a separate facility for bicycle use.

The City of Folsom has more than 110 miles of designated bikeways, including more than 50 miles of Class I bikeways and more than 50 miles of Class II bikeways. Segments of Folsom Boulevard and E Bidwell Street within the project planning area are designated Class II bikeways. South of Highway 50, E Bidwell Street between Alder Creek Parkway and Mangini Parkway is a designated Class II bikeway. Placerville Road between Iron Point Road and Mangini Parkway is a designated Class I bikeway (City of Folsom 2022b). The City of Folsom seeks to improve its bicycle network connectivity. The City's ATP recommends 145 miles of new or upgraded bicycle facilities across the city, including Class I shared used path[1] and Class II bikeways along and near Folsom Boulevard and E Bidwell Street within the project planning area. In addition, Class I shared used path and Class II bikeways are recommended throughout the Folsom Plan Area. Existing and proposed bikeways in the City of Folsom are shown in Figure 3.10-1.

PEDESTRIAN SYSTEM

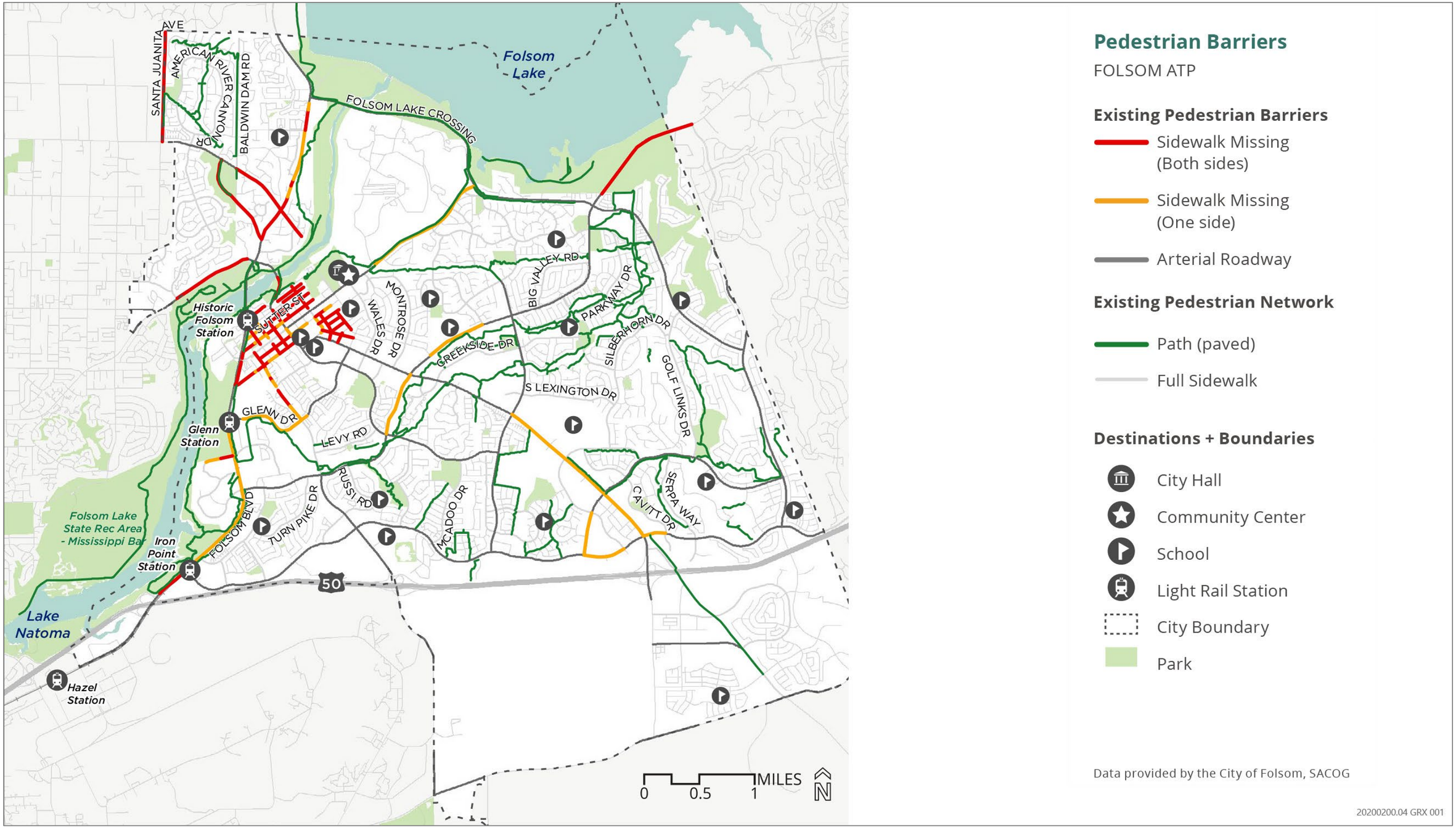
Pedestrian network includes many elements that support travel to places people want to go, including sidewalks and paths that pedestrians travel along, as well as the features that support travel across a street, such as curb ramps, crosswalks, traffic signals, and pedestrian signal heads. Existing pedestrian network in the City of Folsom includes mostly sidewalks in residential areas and paved pedestrian paths scattered throughout the city (Figure 3.10-2). Within the project planning area, segments of Folsom Boulevard and E Bidwell Street lack sidewalks either on both sides or one side of the street. South of Highway 50, sidewalks are mostly located in residential areas in the western side of the Folsom Plan Area. See Figure 3.10-2 for existing sidewalks and pedestrian barriers in the City of Folsom. The City's ATP also recommends 21.5 miles of new or upgraded sidewalks across the city, which includes 11.7 miles of filling sidewalk gaps on both sides of the street and 9.8 miles of filling sidewalk gaps on one side of the street. Proposed pedestrian improvements include filling in sidewalk gaps on both sides and one side of the Folsom Boulevard and E Bidwell Street within and near the project planning area. Class I shared use paths are proposed throughout the Folsom Plan Area. See Figure 3.10-3 for proposed sidewalks within the city.

[1] Shared use paths include people walking, biking, and rolling.



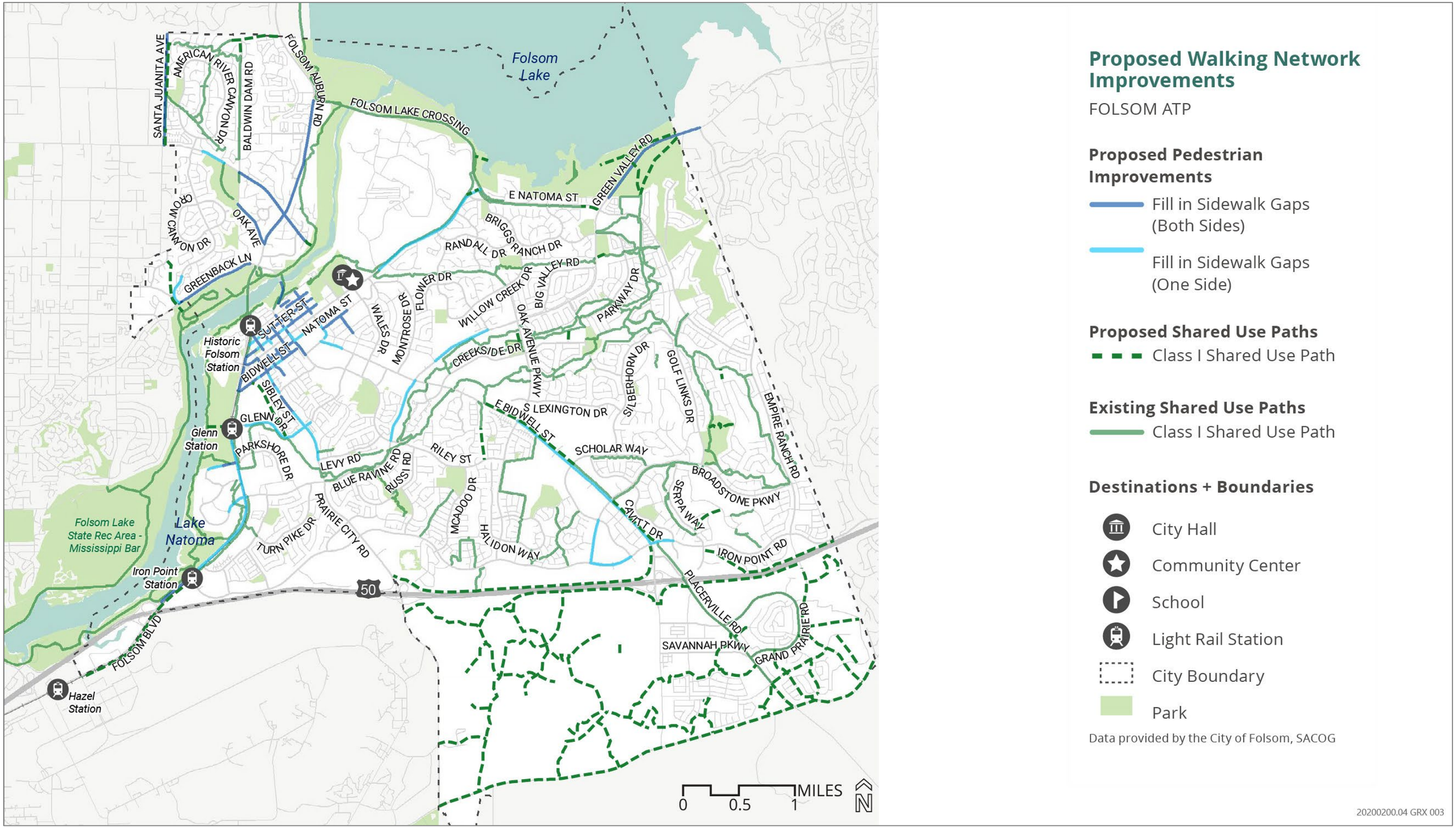
Source: City of Folsom Active Transportation Plan, 2022.

Figure 3.10-1 Existing and Proposed Bikeways in the City of Folsom



Source: City of Folsom Active Transportation Plan, 2022.

Figure 3.10-2 Existing Pedestrian Networks and Pedestrian Barriers in the City of Folsom



Source: City of Folsom Active Transportation Plan, 2022.

Figure 3.10-3 Proposed Walking Network Improvements in the City of Folsom

3.10.3 Environmental Impacts and Mitigation Measures

This section describes the analysis techniques, assumptions, and results used to identify potential significant impacts of the proposed project on the transportation system. Transportation impacts are described and assessed, and mitigation measures are recommended for impacts identified as significant or potentially significant.

METHODOLOGY

VMT Analysis

The transportation impact analysis focuses on how implementation of the project could change baseline transportation conditions and whether those changes are aligned with environmental outcome expectations established by the City, based on findings in the City of Folsom – SACOG Increasing Residential Capacities Draft VMT Analysis Memo (Appendix D). The project's transportation impact analysis consists of quantitative and qualitative evaluations. Potential VMT impacts are evaluated using quantitative forecasts derived from the City's travel demand model[2] (developed for the 2035 General Plan Update) for residential land uses. In addition, the Institute of Transportation Engineers (ITE) Trip Generation Manual and the Replica platform were used to derive and estimate VMT reductions from the affordable housing units assumed to occur as part with the project.

Additionally, the project would result in an overall reduction of non-residential development capacity in the Folsom Plan Area by eliminating non-residential land uses on Sites 2 and 15 and increasing non-residential land uses on Sites 74 and 158 (see Table 2-3 in Chapter 2, "Project Description") due to the accommodation of commercial uses on the first floors of mixed-use developments. The Sacramento County TAG distinguishes between local and regional serving retail land uses stating that "local serving retail generally shortens trips as longer trips from regional retail (or from neighborhood retail centers that are further away) are redistributed to the new local retail" (County of Sacramento 2020: 10), and thus, local serving retail is presumed to result in a less than significant VMT impact consistent with the OPR Technical Advisory. Local serving retail is defined as a single retail store having up to 125,000 square feet in infill locations and is screened from further VMT analysis (Sacramento County 2020). The non-residential (i.e., commercial) uses proposed to be located on Sites 74 and 158 fit Sacramento County TAG's definition of local serving retail. Therefore, this portion of the project is screened from further VMT analysis.

The VMT modeling and analysis were conducted for the following scenarios for proposed residential land uses:

- **Baseline** conditions represent the existing setting based on travel demand forecasts generated from the 2015 base year version of the City's travel demand model. The City of Folsom does not currently have VMT thresholds and analysis guidelines to use as the basis of the analysis. Therefore, the Sacramento County TAG and OPR Technical Advisory are used as the basis of the VMT analysis. The threshold of significance for the VMT analysis is 15 percent below citywide VMT per capita.
- **Cumulative No Project (City Average)** conditions reflect 2035 land use forecasts and transportation infrastructure inputs for the City of Folsom without the project.
- **Cumulative Plus Project (Project Average) – Without Affordable Housing Adjustment** conditions reflect the project average VMT based on 2035 land use forecasts and transportation infrastructure inputs for the City of Folsom without affordable housing adjustment.
- **Cumulative Plus Project (Project Average) – With Affordable Housing Adjustment** conditions reflect the project average VMT based on 2035 land use forecasts and transportation infrastructure inputs for the City of Folsom with affordable housing adjustment for 26 percent of units (Appendix D).

[2] The SACOG's SACSIIM model would generally be the preferred travel demand model as it is the current regional model. However, SACSIM does not contain the level of detail needed for this analysis, especially for the study area south of Highway 50. The City's travel demand model contains additional network details and would be the preferred model for this analysis.

The project would be implemented throughout the 2035 General Plan planning horizon together with the cumulative development consistent with the General Plan. Therefore, the VMT impacts resulting from the Cumulative Plus Project (Project Average) scenario also represent the project VMT impacts. Table 3.10-2 summarizes the estimated residential VMT per capita under each scenario described above.

Table 3.10-2 Residential VMT by Scenario

Scenario	Residential VMT Per Capita
Baseline (2015 City Average)	8.83
Threshold (15 percent below Baseline)	**7.51**
Cumulative No Project (City Average)	7.76
Cumulative Plus Project (Project Average) – Without Affordable Housing Adjustment	7.94
Cumulative Plus Project (Project Average) – With Affordable Housing Adjustment	6.62

Source: Kimley-Horn 2024.

Transit, Bicycle, and Pedestrian Facilities

The project could generate new demand for transit, bicycle, and pedestrian facilities. For the transit, bicycle, and pedestrian systems, the impact analysis focuses on whether implementation of the project would disrupt existing facilities, interfere with the implementation of planned facilities, or fail to adequately provide access to facilities, and whether implementation of the project would comply with applicable plans and policies addressing the circulation system.

Transportation Hazards and Emergency Access

The impact assessment for physical hazards and emergency access would consider whether the project would modify the baseline transportation system in a manner that is not consistent with applicable design standards, including for emergency vehicles.

THRESHOLDS OF SIGNIFICANCE

The significance criteria used to evaluate the project impacts to transportation and traffic under CEQA are based on the 2023 State CEQA Guidelines Appendix G. Impacts to the transportation and circulation would be significant if implementation of the project would:

- conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b);
- substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- result in inadequate emergency access.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.10-1: Transit, Bicycle, and Pedestrian Facility Impacts and Plan Conflicts

The General Plan EIR identified that implementation of the 2035 General Plan would not result in conflicts with plans, policies, or programs for transit, bicycle, and pedestrian facilities. Implementation of the project would be subject to and implement General Plan and FPASP objectives and policies relevant to transit, bicycle, and pedestrian facilities and services. Additionally, future development under the project would be subject to applicable City guidelines, standards, and specifications related to transit, bicycle, or pedestrian facilities. Therefore, there is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. Project impacts would remain **less than significant**.

Section 17.2.4, "Less-Than-Significant Impacts," of the General Plan EIR concluded that implementation of the 2035 General Plan would not disrupt existing or planned transit, bicycle, and pedestrian facilities or create inconsistencies with any adopted plans, guidelines, policies, or standards related to the transit, bicycle, and pedestrian systems; therefore, the impacts would be less than significant.

The project would result in a net new capacity of 6,046 housing units in the project planning area, which would accommodate approximately 15,418 people, based on 2.55 persons per household (DOF 2023). Therefore, the project would result in 15,418 new residents in the city beyond what was projected in the 2018 adopted General Plan. The increased residents resulting from the project would increase demand for transit, bicycle, and pedestrian facilities in the city. Future development under the project would be required to comply with General Plan policies related to transit, bicycle, and pedestrian systems. Specifically, Policies M 2.1.1, M 2.1.3, and M 2.1.5 require developers to provide a system of sidewalks, trails, and bikeways that link residential developments to other land uses; Policy M 2.1.10 requires adequate short- and long-term bicycle parking; Policy M 7.1.1 requires new development to contribute to construction of offsite transportation facilities; and Policy M 7.1.2 requires new development to dedicate rights-of-way, construct facilities, or pay for needed transportation infrastructure, including pedestrian, bicycle, and transit facilities. Development within the Folsom Plan Area would be required to comply with FPASP Objective 7.10 to provide a continuous interconnected network of sidewalks, trails, and bikeways. Compliance with the applicable General Plan and FPASP objective and policies would ensure that the increased demand for pedestrian, bicycle, and transit facilities resulting from the project would not exceed the capacity of existing and planned facilities.

Implementation of the project would not interfere with the development of planned public transit services, proposed bikeways, and proposed pedestrian walkways described in Section 3.10.2, "Environmental Setting." The project would not disrupt the development of the proposed bikeways and sidewalks identified by the ATP and shown on Figures 3.10-1 and 3.10-3.

Furthermore, future development site designs would be required to incorporate improvements consistent with applicable General Plan policies related to transit, bicycle, or pedestrian facilities. For example, General Plan Policy M 1.1.1 encourages all roadway improvements to be developed to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods. Policies M 1.1.5 and M 1.1.6 call for a connected street network that promotes walkability and bicycle and pedestrian connections to public transit stops. Policy M 3.1.1 encourages all residents to have access to safe and convenient public transit options. FPASP Objectives 7.1 and 7.3 promote all modes of travel in the Folsom Plan Area. Objective 7.10 and Policy 7.16 call for a complete and connected network of sidewalks, trails, and bikeways in the Folsom Plan Area. Policies 7.21 and 7.22 provide design guidelines for the development of bicycle and pedestrian facilities.

Based on the discussion above, the project would not conflict with adopted policies, plans, or programs for transit, bicycle, or pedestrian facilities. Compliance with the applicable General Plan and FPASP objectives and policies would ensure that the increased demand for pedestrian, bicycle, and transit facilities resulting from the project would not exceed the capacity of existing and planned facilities. There is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The project would result in a **less-than-significant** impact on transit, bicycle, and pedestrian facilities, consistent with the conclusion in the General Plan EIR.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.10-2: Vehicle Miles Traveled Impacts

The requirement of VMT analysis was added to the State CEQA Guidelines in December 2018 after the General Plan EIR was completed. Therefore, the General Plan EIR did not address VMT impacts resulting from implementation of the General Plan. The project would result in development of up to 6,046 additional housing units. Of those units, the project would provide capacity for up to 56 percent or 3,386 low-income units.; However, the City of Folsom conservatively determined that based on the rate of existing affordable housing development within the city, 26 percent of the project's units on average would be low-income units. Therefore, the VMT analysis accounted for the reduction associated with 26 percent affordable units that would result in a reduction in trips and trip length as compared to market-rate housing. Therefore, the project would result in approximately 6.62 residential VMT per capita, which is less than the threshold of 7.51 VMT per capita (i.e., 15 percent below citywide VMT per capita). Additionally, the project would not result in retail development that would be greater than 125,000 square feet. Potential retail development resulting from the project would be considered local serving and would not result in a net increase in VMT. The project VMT impacts related to residential land use and retail land use would be **less than significant**.

VMT impacts were not considered in the General Plan EIR. In 2013, SB 743 established VMT as the appropriate methodology for measuring transportation impacts. The State CEQA Guidelines were updated in December 2018, which included utilizing VMT as the primary metric to identify transportation impacts pursuant to SB 743. The Updated CEQA Guidelines were approved by the Office of Administrative Law and went into effect in July 2020. Therefore, impact assessment related to VMT was not required at the time of preparing the General Plan EIR in 2018.

Retail VMT

Rezone Sites 74 and 158 propose mixed-use development that would be comprised of retail uses on the ground floor with residential units on the floors above. Therefore, while there would be an overall reduction in nonresidential uses throughout the project area, certain portions of the project would include an increase in retail uses. As detailed in the Methodology section above, the commercial uses associated with the project would meet the Sacramento County TAG definition for local serving retail. Therefore, the commercial component of the project would be presumed to result in a less than significant VMT impact.

Residential VMT

The impact assessment for VMT considers whether project-generated VMT per capita would meet the City's threshold of 15 percent below the citywide baseline VMT per capita. The City's travel demand model uses the 2035 General Plan land use and transportation infrastructure as inputs to predict travel demand and patterns to estimate the VMT per capita associated with the project. As shown in Table 3.10-2, implementation of the project would result in 7.94 VMT per capita for 2035 Plus Project conditions, which is greater than the City's threshold of 7.51 VMT per capita. However, the City's travel demand model is limited in its ability to represent all project features such as the amount of affordable housing the project would provide; thus, off model adjustments were made for the project.

Based on the City's Regional Housing Needs Assessment Allocation, the City of Folsom determined that approximately 56 percent of the 6,046 additional units resulting from the project would be low-income units. Although the project would provide the opportunity for up to 56 percent affordable units, residential development in the City of Folsom is approximately 26 percent affordable on average. Therefore, the VMT analysis accounted for 26 percent affordable housing units of the total to provide a conservative estimate of trip reductions. To determine the trip generation rates for affordable housing units, the ITE Trip Generation Manual was used as a point of reference. Trip distances for different purposes, income groups, and housing options are calculated using distinct methods that leverage advanced big data analytics using the Replica platform to analyze extensive datasets on trip lengths within the City of Folsom. This approach derives precise and reliable estimates of trip distances.

When considering 26 percent, or 1,572 units, of the 6,046 units would be low-income units. As a result, the project would have a reduced VMT per capita of approximately 6.62 when incorporating the trip generation rate reduction and trip distance reduction associated with low-income units (Kimley-Horn 2024), which is less than the citywide threshold of 7.51 VMT per capita. Therefore, residential VMT impact associated with the project would be less than significant.

Summary

The project would accommodate local serving retail as defined in the Sacramento County TAG. Local serving retail is generally associated with shorter trips and, therefore, is screened from detailed analysis and presumed to result in a less than significant impact. Additionally, the VMT analysis determined that the residential uses associated with the project would result in a VMT per capita of 6.62 which is below the citywide threshold of 7.51 VMT per capita (i.e., 15 percent below existing citywide VMT per capita). Therefore, the project would not result in a substantial increase in VMT. This impact is **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.11-3: Hazardous Design Feature Impacts

No significant design hazard impacts were identified in the General Plan EIR. Future development under the project would be constructed in accordance with applicable roadway design and safety guidelines. The project would not increase hazards because of a roadway design feature or incompatible uses and would include a roundabout first policy that would provide opportunities for improved safety. Therefore, there is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The project would result in a **less-than-significant** impact related to transportation hazards.

Section 17.2.4, "Less-Than-Significant Impacts," of the General Plan EIR concluded that adherence to City and/or Caltrans design standards for roadways, bicycle, and pedestrian facilities would ensure that implementation of the 2035 General Plan would have a less-than-significant impact on hazards due to design features.

The project would result in increased residential capacity within the project planning area, which would result in future development. Future development under the project would be designed in accordance with City standards and specifications which address potential design hazards including sight distance, driveway placement, and signage and striping. In addition, any new interchanges, new and modified ramps, or auxiliary lanes along freeway that would result as part of the project would be subject to approval by Caltrans which would ensure projects would be consistent with Caltrans standards and not result in transportation hazards. Any new transportation facilities, or improvements to such facilities associated with future development would be required to comply with General Plan policies, including Policy M 1.1.3 to require new and reconstructed facilities to meet the Americans with Disability Act requirements and Policy M 3.1.1 to ensure all residents have access to safe and convenient public transit options. Development in the Folsom Plan Area would be required to comply with FPASP objectives and policies, including Objective 7.1 to create a safe and efficient circulation system for all modes of travel and Policy 7.2 to provide Americans with Disability Act accessible circulation and minimize barriers to access by pedestrians, persons with disabilities, seniors, and bicyclists. New or improved transportation facilities would be designed in accordance with Caltrans' policies and procedures to ensure a safe, sustainable, integrated, and efficient transportation system is maintained.

The project would include the addition of a roundabout first policy in the *City of Folsom General Plan*. Implementation of the roundabout first policy would involve the process of considering a roundabout for an intersection before any form of traffic control at an intersection and the potential construction of roundabout at an intersection. Roundabouts are unsignalized alternatives to intersections and they typically allow traffic to continue through an intersection of two or more roads without stopping. Roundabouts are a Federal Highway Administration's Proven Safety Countermeasure effective in reducing roadway fatalities and serious injuries (FHWA 2023). Converting a two-way stop-controlled intersection or a signalized intersection to a roundabout has been estimated to result in 82 percent and 78 percent reduction in fatal and injury crashes, respectively (CMF Clearinghouse 2009). Traveling through a roundabout would require vehicles entering or existing the roundabout to yield to vehicles, bicyclists, and pedestrians. Achieving appropriate vehicular speeds through the roundabout is the most critical design objective. Therefore, the design of the roundabouts would be required to be designed in a way to decrease approaching speeds and improve visibility, with the goal of having a positive impact on traffic operations and safety. The roundabout geometry would not create hazards to traffic and would result in a circular configuration that safely and

efficiently moves traffic. In addition, future projects associated with the roundabout policy would be subject to the City's Public Works Department review and approval to ensure all applicable standards are met. Therefore, there is no new significant effect, and the impact is not more severe than that what was addressed in the General Plan EIR. The project would result in a **less-than-significant** impact related to transportation hazards, consistent with the conclusion in the General Plan EIR.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.11-4: Emergency Access Impacts

The General Plan EIR concluded that implementation of the 2035 General Plan would not result in significant impacts to emergency access. Future development under the project would be required to meet all applicable emergency access and design standards to ensure that the project would provide adequate emergency access. In addition, compliance with General Plan policies would provide emergency access improvements that would enhance emergency access. There is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The project would result in a **less-than-significant** impact.

Section 17.2.4, "Less-Than-Significant Impacts," of the General Plan EIR concluded that compliance with the General Plan policies M 1.1.5 (Connected Neighborhoods) and M 4.1.10 (Traffic Calming) would ensure that implementation of the 2035 General Plan would result in less than significant impact on emergency access.

Emergency access for future development under the project would be required to meet the fire and emergency access roads design standards per the Folsom Municipal Code Section 17.57.080 and the Folsom Fire Code Chapter 5, Section 503, "Fire Apparatus Access Roads." In addition, General Plan policies M 1.1.5 and M 4.1.10 require the continuation of the street network between adjacent development projects to allow easier access for emergency vehicles and the continuation of the traffic calming measures implementation in neighborhoods in ways that accommodate emergency access vehicles, respectively. Compliance with the existing regulations and relevant General Plan policies would ensure that future development would be designed to meet all emergency access and design standards. There is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. Thus, the impacts would be **less than significant**, consistent with the conclusion in the General Plan EIR.

Mitigation Measures

No mitigation is required for this impact.

3.11 UTILITIES AND SERVICE SYSTEMS

This section evaluates the availability of existing utility and infrastructure systems (water, wastewater, stormwater, electricity, and natural gas) to serve the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project (project) and the impact of the project on these systems. The analysis is based on documents obtained from the City of Folsom, the Sacramento Area Sewer District (SacSewer) – formerly known as Sacramento Regional County Sanitation District, Sacramento Municipal Utility District (SMUD), and Pacific Gas and Electric Company (PG&E); and the Hydraulic Analysis (Appendix E) and Wastewater Capacity Analysis (Appendix F) prepared by Peterson Brustad, Inc. and Water Works, respectively.

Several public comments related to utilities and service systems were received during the notice of preparation (NOP) public review period, including concerns that the existing sewer, wastewater, and water systems do not have the capacity to handle the additional demand resulting from the project. These NOP comments are addressed as part of the analysis below. The individual comment letters are included in Appendix A of this document.

3.11.1 Regulatory Setting

DOMESTIC WATER

Federal

Safe Drinking Water Act

As mandated by the Safe Drinking Water Act (SDWA) (Public Law 93-523), passed in 1974, the U.S. Environmental Protection Agency (EPA) regulates contaminants of concern to domestic water supply. Such contaminants are defined as those that pose a public health threat or that alter the aesthetic acceptability of the water. These types of contaminants are regulated by EPA primary and secondary Maximum Contaminant Levels (MCLs). MCLs and the process for setting these standards are reviewed every 3 years. Amendments to the Safe Drinking Water Act enacted in 1986 established an accelerated schedule for setting drinking water MCLs. EPA has delegated responsibility for California's drinking water program to the State Water Resources Control Board Division of Drinking Water (SWRCB-DDW). SWRCB-DDW is accountable to EPA for program implementation and for adoption of standards and regulations that are at least as stringent as those developed by EPA.

State

Urban Water Management Plan

In 1983, the California Legislature enacted the Urban Water Management Planning Act (UWMPA) (California Water Code Sections 10610–10656). The UWMPA states that every urban water supplier that provides water to 3,000 or more customers, or that provides more than 3,000 acre-feet of water annually, should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. This effort includes the adoption of an urban water management plan (UWMP) by every urban-water supplier and an update of the plan every 5 years on or before December 31, of every year ending in a five or zero. The UWMPA has been amended several times since 1983 with the most recent amendment occurring with Senate Bill (SB) 318 in 2004. The UWMPA and SB 610, described below, are interrelated; the UWMP is typically relied upon to meet the requirements for SB 610.

The City of Folsom 2020 UWMP, adopted in June 2021, is based on the City's 2035 General Plan as well as the Folsom Plan Area Specific Plan (FPASP).

California Safe Drinking Water Act

The SWRCB-DDW is responsible for implementing the federal SDWA and its updates, as well as California statutes and regulations related to drinking water. State primary and secondary drinking-water standards are promulgated in California Code of Regulations (CCR) Title 22, Sections 64431–64501.

The California SDWA (CA SDWA) was passed in 1976 to build on and strengthen the federal SDWA. The CA SDWA authorizes the California Department of Health Services to protect the public from contaminants in drinking water by establishing MCLs that are at least as stringent as those developed by EPA, as required by the federal SDWA.

Local

Water Forum Agreement

The Water Forum is made up of a diverse group of businesses, agricultural leaders, environmentalists, citizen groups, water managers, and local governments from Sacramento, Placer, and El Dorado counties. These stakeholders came together in 2000 to form an agreement for water management with the goals of providing a reliable and safe water supply for the region's economic health through the year 2030 and preserving the fishery, wildlife, recreation, and aesthetic values of the lower American River. The Water Forum Agreement was formalized through a Memorandum of Understanding whereby all signatories agreed to carry out the actions specified for them. The Sacramento Central Groundwater Authority relied on the negotiated volume of groundwater production referred to in the Water Forum Agreement as the basis for the groundwater yield thresholds.

Judgment Validating Water Supply Agreement

On October 16, 2013, the Superior Court of Sacramento County made the following ruling with respect to the adequacy of the water supply to be provided by the City of Folsom to land uses within the Folsom Plan Area and the Water Supply Agreement between the Folsom Plan Area landowners and the City.

> All proceedings leading up to, and including, Folsom's authorization and execution of the Agreement have been taken and performed in all respects, substantive and procedural, as required by law. The Court hereby approves, confirms and validates each, and all of said proceedings are hereby approved, confirmed and validated. The Court further adjudges that the Water Supply Agreement has been validly executed, that each and all of its provisions are consistent with all applicable laws and obligations, including (a) the Measure W Water Supply Requirement, (b) Resolution No. 8457 protecting water conserved from Folsom's pre-1914 water rights water supplies; and (c) Folsom's commitments in the Water Forum Agreement, and that Water Supply Agreement is lawful, valid, and enforceable. In accordance with the foregoing, the Court hereby makes and enters its order, judgment and decree approving, confirming and declaring valid and forever binding and conclusive upon Folsom and all defendants each and all provisions of the Water Supply Agreement and all proceedings leading to its approval and execution.

City of Folsom Water Master Plan

The most recent plan, the City's 2016 Water Master Plan Update, was prepared in January 2018. The purposes of the 2016 Water Master Plan Update are to identify current water demands, project future water demands consistent with the City's 2015 UWMP (which has been updated to the 2020 UWMP, discussed below), analyze water system infrastructure to determine its ability to meet existing and future water demands, and develop a recommended capital improvement program to meet the system's current and future needs. Proposed developments in FPASP are also incorporated into the 2016 Water Master Plan Update.

City of Folsom Urban Water Management Plan

The 2020 UWMP documents the City's water supply planning strategies for the existing municipal jurisdiction. The plan as required by the Urban Water Management Act and the Water Conservation Bill of 2009, contains an assessment of current and projected supplies, an evaluation of the reliability of these supplies given a range of hydrologic conditions, and assessment of demands by customer type, and an explanation of water management strategies designed to integrate supply and demand conditions. The water supplies and demands contained in the 2020 UWMP are presented in Section 3.11.2, "Environmental Setting."

City of Folsom General Plan

The following policies from the City of Folsom General Plan Public Facilities and Services Element are applicable to the project (City of Folsom 2018a):

- **Policy PFS 3.1.1: Water Master Plan.** Maintain and implement the Water Master Plan to ensure water facilities are adequate to meet existing customer needs and construct facilities to meet future needs.
- **Policy PFS 3.1.2: Urban Water Management Plan.** Maintain and implement the Urban Water Management Plan to ensure the supply of water meets current and future customer demand as required by State law.
- **Policy PFS 3.1.3: Water Efficient Landscape Ordinance.** Continue to require water efficient landscaping consistent with the Water Efficient Landscape Ordinance.
- **Policy PFS 3.1.6: Water Quality.** Ensure the provision of healthy, safe water for all users in Folsom through facilities, policies, programs, and regulations.
- **Policy PFS 3.1.7: Water Supply.** Provide an adequate supply of water for all users in Folsom now and in the future.
- **Policy PFS 3.1.9: Water Conservation Programs.** Promote water conservation through a variety of water conservation programs that include education and enforcement.
- **Policy PFS 3.1.10: Water Conservation Standards.** Achieve a 20 percent reduction in per-capita water use by 2020 consistent with the State's 20x2020 Water Conservation Plan, Senate Bill SB X7-7 2009, and the City of Folsom Urban Water Management Plan.
- **Policy PFS 3.1.11: Resilient System.** Ensure a resilient water storage and distribution system that can rapidly recover to provide water in the event of a disaster.
- **Policy PFS 3.1.12: Non-Potable Water**. Endeavor to provide non-potable water by ensuring new development south of Highway 50 is served by a non-potable water distribution system and seek sources of non-potable water for landscaping and other appropriate uses citywide.

Folsom Plan Area Specific Plan

The following policies from the FPASP are applicable to the Folsom Plan Area (City of Folsom 2022):

- **Policy 12.1.** Consistent with the provisions of the City of Folsom Charter Article 7.08 (A), The FPASP shall "Identify and secure the source of water supply(ies) to serve the Plan Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by Folsom residents north of Highway 50."
- **Policy 12.2.** Design and construct the necessary potable water, non-potable water for irrigation, wastewater and stormwater infrastructure required to serve the Plan Area. All infrastructure improvements shall follow the requirements established in the Water Master Plan, Wastewater Master Plan and the Storm Drainage Master Plan. Improvements will be based on phasing of development.

El Dorado Irrigation District Urban Water Management Plan

The El Dorado Irrigation District (EID) 2020 UWMP addresses EID's water management planning efforts to assure adequate water supplies to meet forecast demands over the next 25 years. The plan assesses the availability of water supplies to meet forecasted water uses during average, single-dry and five consecutive dry years through 2045. Verification that future demands will not exceed supplies and assuring the availability of supplies in dry-year conditions are critical outcomes of the EID 2020 UWMP. Site 233 is located within EID's El Dorado Hills Zone 2 service area. The water supplies and demands contained in the EID's 2020 UWMP are presented in Section 3.11.2, "Environmental Setting."

WASTEWATER AND STORMWATER

Federal

Clean Water Act

The Clean Water Act (CWA) employs a variety of regulatory and non-regulatory tools to reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Those portions of the CWA that relate to wastewater and stormwater discharges are discussed below.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established under the CWA to regulate municipal and industrial discharges to surface waters of the US. NPDES permit regulations have been established for broad categories of discharges including point source waste discharges and nonpoint sources. Each NPDES permit identifies limits on allowable concentrations and mass loadings of pollutants contained in the discharge. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. Section 307 of the CWA describes the factors that EPA must consider in setting effluent limits for priority pollutants.

NPDES permits cover various industrial and municipal discharges, including discharges from storm sewer systems in larger cities, stormwater generated by industrial activity, runoff from construction sites disturbing more than 1 acre, and mining operations. Point source dischargers must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). So-called "indirect" point source dischargers are not required to obtain NPDES permits. "Indirect" dischargers send their wastewater into a public sewer system, which carries it to the municipal sewage treatment plant, through which it passes before entering any surface water.

The CWA was amended in 1987 with Section 402(p) requiring NPDES permits for nonpoint source (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of the NPDES stormwater regulations is to improve the water quality of stormwater discharged to receiving waters to the "maximum extent practicable" using structural and nonstructural best management practices (BMPs). BMPs can include educational measures (e.g., workshops informing the public of what impacts can result when household chemicals are dumped into storm drains), regulatory measures (e.g., local authority of drainage-facility design), public-policy measures (e.g., labeling storm-drain inlets as to impacts of dumping on receiving waters) and structural measures (e.g., filter strips, grass swales, and detention ponds).

State

NPDES Permit for the Sacramento Regional Water Treatment Plant

In April 2016, the Central Valley Regional Water Quality Control Board (RWQCB) issued Waste Discharge Requirements (WDR) Order No. R5-2016-0020 (NPDES No. CA 0077682) to the SacSewer (formerly known as Sacramento Regional County Sanitation District) for its Sacramento Regional Wastewater Treatment Plant (SRWWTP), which treats wastewater from its service area before discharging it to the Sacramento River. The original permit for the SRWWTP was issued in October 1974. This is an NPDES self-monitoring permit that outlines performance standards for the effluent into the Sacramento River. The water quality objectives established in the Central Valley RWQCB Basin Plan are protected, in part, by NPDES Permit No. CA 0077682.

The quality of the effluent that can be discharged to waterways within the Sacramento area is established by the Central Valley RWQCB through WDRs that implement the NPDES permit. WDRs are updated at least every 5 years. A new permit must be issued in the event of a major change or expansion of the facility.

NPDES Permit for Municipal Separate Storm Sewer Systems

The City of Folsom, along with Sacramento County and the cities of Sacramento, Citrus Heights, Elk Grove, Galt and Rancho Cordova (Permittees; collectively: the Sacramento Stormwater Quality Partnership - SSQP) are implementing a Stormwater Quality Improvement Plan (SQIP) dated November 2009, and adopted by the Central Valley RWQCB in January 2010 (Resolution No. R5-2010-0017). In June 2015, the Central Valley RWQCB adopted a region-wide

municipal separate storm sewer system (MS4) Permit, and in November 2016 the RWQCB issued No. R5-2016-0040-006 to the City of Folsom. The current MS4 permit requires continued implementation of the SSQP's 2009 SQIP and associated work plans.

This Order prescribes conditions to assure compliance with CWA requirements for owners and operators of MS4s to effectively prohibit non-stormwater discharges into the downstream waterways, and requires controls to reduce discharge of pollutants in stormwater from the MS4 to the maximum extent practicable. Requirements include incorporating Low Impact Development Standards and Hydromodification Management Standards.

Local

City of Folsom General Plan

The following policies from the City of Folsom General Plan Public Facilities and Services Element are applicable to the project (City of Folsom 2018a):

- **Policy PFS 4.1.1: Wastewater System.** Ensure the local wastewater network is built and maintained to provide cost-effective wastewater service.
- **Policy PFS 4.1.2: Regional Cooperation.** Coordinate with the Sacramento Regional County Sanitation District and Sacramento Area Sanitation District to ensure the efficient and environmentally-sound treatment of Folsom's wastewater.
- **Policy PFS 5.1.1: Maintain Adequate Storm Drainage.** Develop and maintain an adequate storm drainage system.
- **Policy PFS 5.1.3: Urban Runoff.** Strive to reduce the amount of urban runoff and seek to capture and treat runoff before it enters streams, lakes, and rivers, applicable only to new development.
- **Policy PFS 5.1.4: Green Stormwater Infrastructure.** Encourage "green infrastructure" design and Low Impact Development (LID) techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to preserve and create open space and improve runoff water quality.

Folsom Plan Area Specific Plan

The following policies from the FPASP are applicable to the Folsom Plan Area (City of Folsom 2022):

- **Policy 12.5.** Urban runoff will be treated prior to discharging to a water of the state (i.e. creeks, wetlands) in accordance with the city's most current Municipal Stormwater Permit requirements for new development.
- **Policy 12.6.** Employ Low Impact Development (LID) practices, as required by the City of Folsom, in conformance with the city's stormwater quality development standards.

City of Folsom Municipal Code

The Stormwater Ordinance, Chapter 8.70 of the Folsom Municipal Code – Stormwater Management and Discharge Control, was established to protect the quality of water in the storm drain system. It is illegal to discharge many kinds of pollutants into local storm drains, detention basins, creeks, and rivers. It requires preparation and implementation of Stormwater Pollution Prevention Programs.

Chapter 13.03 of the Folsom Municipal Code includes regulations to prohibit and control the discharge of fat, oil, and grease into the sanitary sewer collection system.

Chapter 13.08 of the Folsom Municipal Code includes regulations regarding connections to the City's sanitary sewers, screening requirements, and backflow prevention provisions, among other specifications.

City of Folsom Sewer System Management Plan

On May 2, 2006, the State Water Resources Control Board (SWRCB) adopted Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (General Order). The General Order ensures that wastewater collection systems are properly operated and maintained by the municipalities that are in charge of their operations. The principal elements of the General Order include requiring each agency to prepare a sewer system management plan

(SSMP) and report all Sanitary Sewer Overflows (SSOs) to the SWRCB's online SSO database. The goal of the General Order is to minimize SSOs. The City's SSMP was initially approved by the City of Folsom City Council on July 28, 2009, through Resolution No. 8526. The updated 2019 SSMP was approved by the City Council through Resolution No. 10312 on July 23, 2019.

On December 2, 2022, SRWCB adopted the Statewide Waste Discharge Requirements (WDR) General Order WQ 2022-0103-DWQ that superseded the General Order from May 2006. Through this newly adopted Order, the City shall update and implement the SSMP, updating the SSMP every six (6) years. The City last adopted the SSMP in 2019. The Order also requires that the City conduct an internal audit of the SSMP every three (3) years. The City last updated the internal audit in 2021. Through this WDR Order, the City also updated the Spill Emergency Response Plan (formerly known as the Sanitary Sewer Overflow Response Plan) in 2023. The City's SSMP includes 11 mandatory elements: goals; organization; legal authority; operation and maintenance; design and performance provisions; overflow emergency response plan; fats, oils and grease control program; system evaluation and capacity assurance plan; monitoring measurement and program modifications; SSMP program audits; and communications program.

Folsom Plan Area Wastewater Master Plan

The Folsom Plan Area Wastewater Master Plan describes the design criteria, hydraulic modeling, and sewer system improvements to meet the sewage collection and conveyance demands of the approved FPASP land use. The planned wastewater infrastructure would be constructed in phases to accommodate the future development in the Folsom Plan Area.

El Dorado Irrigation District Wastewater Facilities Master Plan

The EID Wastewater Facilities Master Plan is a comprehensive plan that provides a road map for cost-effective planning and implementation of future infrastructure, and maintenance of exiting wastewater treatment facilities. All of the capacity-related facilities included in the plan will be scheduled to correspond with actual development in the El Dorado Hills and Deer Creek collection systems. Repairs to and replacements of existing facilities are prioritized and folded into the regular capital improvement planning process. The proposed rezone site 233 is located within the El Dorado Hills collection system.

DRY UTILITIES

Dry utilities include electricity, natural gas, and telecommunication. The following sections describe the regulations governing dry utilities in the City of Folsom. Regulatory information related to energy uses is included in Section 3.4, "Energy," of this SEIR.

Federal

No federal plans, policies, regulations, or laws are applicable to energy for the project.

State

California Energy Commission Integrated Energy Policy Report

The California Energy Commission prepares an integrated policy report every 2 years that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (CEC 2023a). Energy efficiency is one of the key components of the state's strategy to reduce greenhouse gas (GHG) emissions and to achieve reduction targets set forth by Assembly Bill (AB) 32, SB 32, and Governor Brown's Executive Order B-30-15. Efficiency achieved through building codes, appliance standards, and ratepayer-funded programs has had a positive impact on GHG emissions in recent years. The policy report discusses efforts to decarbonize California's energy system and recognizes transitioning to zero- and near-zero emission vehicles will be a fundamental part of meeting the state's climate goals.

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission adopted California's first Long Term Energy Efficiency Strategic Plan on September 18, 2008. The Plan established goals of having all new residential construction in California be zero net energy (ZNE) by 2020 and all new commercial construction ZNE by 2030 (CPUC 2008). The Strategic Plan was subsequently updated in January 2011 to include a lighting chapter (CPUC 2011).

Clean Energy and Pollution Reduction Act

On October 7, 2015, the Clean Energy and Pollution Reduction Act (SB 350) was signed into law, establishing new clean energy, clean air, and GHG reduction goals for 2030 and beyond. SB 350 codifies Governor Brown's clean energy goals to increase California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030 and is part of California's overall strategy to address climate change. SB 350 enhances the state's ability to meet its long-term climate goal of reducing GHG emissions to 40 percent of 1990 levels by 2030 and 80 percent below 1990 levels by 2050 (CEC 2023b).

California Code of Regulations, Energy Efficiency Standards

Energy consumption in new buildings in California is regulated by State Building Energy Efficiency Standards (CALGreen) contained in t Part 11, Title 24, California Code of Regulations. Title 24 applies to all new construction of both residential and nonresidential buildings, and regulates energy consumed for heating, cooling, ventilation, water heating, and lighting. The 2022 Building Energy Efficiency Standards have improved efficiency requirements from previous codes and the updated standards are expected to result in a statewide consumption reduction.

Local

City of Folsom General Plan

The following policies from the City of Folsom General Plan Public Facilities and Services Element are applicable to the project (City of Folsom 2018a):

- **Policy PFS 8.1.1: Provision of Utilities.** Coordinate with public, quasi-public, and private utility providers to ensure adequate service to City residents.
- **Policy PFS 8.1.2: Telecommunication Technologies.** Support the implementation of new telecommunication technologies (e.g., fiber optic broadband internet) to attract new businesses and serve residential customers.
- **Policy PFS 8.1.3: Renewable Energy.** Promote efforts to increase the use of renewable energy resources such as wind, solar, hydropower, and biomass both in the community and in City operations, where feasible.
- **Policy PFS 8.1.4: Regional Energy Conservation.** Partner with neighboring jurisdictions and local energy utilities (e.g., SMUD and PG&E) to develop, maintain, and implement energy conservation programs.
- **Policy PFS 8.1.5: PACE Program.** Assist in implementing the Property Assessed Clean Energy (PACE) financing programs to provide residential and commercial property owners with energy efficiency and renewable energy financing opportunities.

Folsom Plan Area Specific Plan

The following objectives and policies related to energy efficiency from the FPASP are only applicable to the Folsom Plan Area (City of Folsom 2022):

- **Objective 10.13** Comply with all mandatory requirements of the latest edition of the California Green Building Standards Code (CALGreen Code) and encourage conformance with CALGreen Code Tier 1 and Tier 2 voluntary green building practices.
- **Objective 10.14** Incorporate alternative energy technologies into building design, whenever feasible, to include wind, solar, geothermal or appropriate emerging technologies available at the time of construction.
- **Objective 10.15** Reduce energy use through energy efficient technology and conservation techniques.
- **Policy 10.57** Conservation of energy resources will be encouraged through site and building development standards.

- **Policy 10.58** Buildings shall incorporate site design measures that reduce heating and cooling needs by orienting buildings on the site to reduce heat loss and gain depending on the time of day and season of the year.
- **Policy 10.59** Solar access to homes shall be considered in the design of residential neighborhoods to optimize the opportunity for passive and active solar energy strategies.
- **Policy 10.60** Multifamily and attached residential units shall be oriented toward southern exposures, where site conditions permit.
- **Policy 10.61** Buildings shall be designed to incorporate the use of high quality, energy efficient glazing to reduce heat loss and gain.
- **Policy 10.62** Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.
- **Policy 10.65** Install Energy Star certified equipment and appliances including:
  - **10.65a** Residential appliances; heating and cooling systems; and roofing
- **Policy 10.66** Commercial, residential, and public projects shall be designed to allow for the possible installation of alternative energy technologies including active solar, wind, or other emerging technologies, and shall comply with the following standards.
  - **10.66a** Installation of solar technology on buildings such as rooftop photovoltaic cell arrays shall be installed in accordance with the State Fire Marshal safety regulations and guidelines.
  - **10.66b** Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels.
  - **10.66c** Alternative energy mechanical equipment and accessories installed on the roof of a building, they shall be integrated with roofing materials and/or blend with the structure's architectural form.

SOLID WASTE

Federal

No federal plans, policies, regulations, or laws are applicable to solid waste for the project.

State

Title 27 of California Code of Regulations

In accordance with the CCR Title 27, Sections 21600 through 21900, solid and hazardous waste transfer and disposal facilities in the city are regulated jointly by the California RWQCB and the California Department of Resources Recycling and Recovery (CalRecycle). Compost facilities are also jointly regulated under CCR Title 14, Sections 17850 to 17869. Permit requests and Reports of Waste Discharge and Disposal Site Information are submitted to the RWQCB and CalRecycle, respectively, and are used by the two agencies to review, permit, and monitor these facilities.

California Integrated Waste Management Act

The Integrated Waste Management Act (IWMA) of 1989 (AB 939) mandated that by the year 2000, 50 percent of solid waste would be diverted away from landfills, to recycling and greenwaste programs. CalRecycle oversees and provides assistance to local governments as they develop and implement plans to meet the mandates of the IWMA and subsequent legislation.

California's Short-Lived Climate Pollutant Reduction Strategy

California's Short-Lived Climate Pollutant Reduction Strategy of 2016 (SB 1383) mandated a reduction of organic waste going to the landfill of 75 percent by 2025. These regulations that are relevant to this project include mandatory participation by all California residents to separate garbage and organic material into appropriate

collection containers. Jurisdictions are mandated to provide color coded garbage, mixed recycling and organic waste containers to every resident and enforce against those who are not sorting properly.

Local

City of Folsom General Plan

The following policies from the City of Folsom General Plan Public Facilities and Services Element are applicable to the project (City of Folsom 2018a):

- **Policy PFS 9.1.1: Collection.** Endeavor to make available timely, convenient, and cost-effective collection of solid waste for residents and businesses.
- **Policy PFS 9.1.2: Waste Reduction.** Support efforts to reduce the amount of waste disposed of in landfills through reusing, reducing, and recycling solid waste; and using conversion technology if appropriate.
- **Policy PFS 9.1.3: Recycling Target.** Support efforts to 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.
- **Policy PFS 9.1.4: Composting.** Provide green waste collection and offer compost education to divert organic material from local landfills.

Folsom Plan Area Specific Plan

The FPASP acknowledges the Folsom Solid Waste Division's goal for solid waste collection to "*provide cost effective and efficient solid waste, recycling and hazardous materials collection services for the city's residential and business community.*" All solid waste and household hazardous waste collection services in the Folsom Plan Area will be provided by the City of Folsom and be subject to the provisions of Chapter 8.32 of the Folsom Municipal Code (discussed below).

City of Folsom Municipal Code

Chapter 8.30 of the Folsom Municipal Code (Collection, Recycling, and Disposal of Waste Generated from Construction, Demolition, and Renovation projects) regulates the collection of solid waste and recycling from construction projects within the city that exceed a cost threshold specified in the chapter.

Chapter 8.32 of the Folsom Municipal Code (Garbage Collection) regulates the collection of solid waste and requirements for recycling.

3.11.2 Environmental Setting

Public utilities in the project planning area are provided by various entities, as identified in Table 3.11-1 and discussed in detail below.

Table 3.11-1 Utilities Provides for the Project Planning Area

Utility	Agency/Provider
Water Supply	City of Folsom and El Dorado Irrigation District (EID)
Stormwater and Wastewater Conveyance	City of Folsom and EID
Wastewater Treatment	SacSewer and EID
Solid Waste Collection	City of Folsom Solid Waste Division
Electrical Service	SMUD
Natural Gas	PG&E

Source: Data compiled by Ascent in 2023.

WATER SUPPLY

This section provides information on water supplies and infrastructure that would be affected by the potential development within the project planning area. Two water service agencies, City of Folsom and EID, supply water to customers in the project planning area. The amount of water available to these agencies to supply the project is defined by their individual water rights, surface water contracts, and infrastructure necessary to treat and deliver water.

City of Folsom

Water Supply

The City of Folsom is the primary provider of potable water to the residential and business customers in the city. The majority of the City's water supplies are derived from surface water rights based upon its pre-1914 appropriative right filings and a contract with the Bureau of Reclamation. Groundwater is not a significant water supply in the city. In the past 5 years, the City has not pumped groundwater for use in the City's water service area (City of Folsom 2021). As of 2022, the City serves about 20,000 acre-feet per year (AFY) to a population of approximately 69,500 through 22,000 metered connections (City of Folsom 2021). The City's water service boundaries are not coterminous with the city limits. The water service areas include Folsom West, Folsom East, Nimbus, Folsom Plan Area, and Ashland. The project planning area is located within the Folsom West, Folsom East, and Folsom Plan Area service areas, except Site 233 which is located within the EID service area.

The City of Folsom 2020 UWMP projected the water supplies and demands for a normal year (Table 3.11-2), single-dry year (Table 3.11-3), and 5-year consecutive drought (Table 3.11-4) for 2025, 2030, 2035, 2040 and 2045.

Table 3.11-2 Normal Year Supply and Demand Comparison, AFY

	2025	2030	2035	2040	2045
Supply Totals	38,350	38,350	38,350	38,350	38,350
Demand Totals	20,517	22,760	24,214	25,145	25,519
Difference	**17,833**	**15,604**	**14,136**	**13,205**	**12,831**

Source: City of Folsom 2021.

Table 3.11-3 Single-Dry Year Supply and Demand Comparison, AFY

	2025	2030	2035	2040	2045
Supply Totals	36,600	36,600	36,600	36,600	36,600
Demand Totals	20,517	22,760	24,214	25,145	25,519
Difference	**16,083**	**13,854**	**12,386**	**11,455**	**11,081**

Source: City of Folsom 2021.

Although the City of Folsom has surplus water during normal year, single-dry, and five-consecutive dry year as indicated in Tables 3.11-2 through 3.11-4, the water supply available to the Folsom Plan Area is restricted by a Water Supply Agreement. The Water Supply Agreement limits the water supply to the Folsom Plan Area to not exceed 5,600 AFY. The water demand for the Folsom Plan Area was recently updated by the City using the 2020 UWMP demand factors. It was estimated that implementation of the FPASP would result in a water demand of approximately 4,821.47 AFY (City of Folsom 2023a). Therefore, the anticipated water demand for the FPASP would not exceed the 5,600-AFY water supply and there would be approximately 778.53 AFY of water surplus.

Table 3.11-4 Five-Consecutive Dry Year Supply and Demand Comparison, AFY

		2025	2030	2035	2040	2045
First Year	Supply Totals	36,600	36,600	36,600	36,600	36,600
	Demand Totals	20,517	22,760	24,214	25,145	25,519
	Difference	**16,083**	**13,854**	**12,386**	**11,455**	**11,081**
Second Year	Supply Totals	36,220	36,220	36,220	36,220	36,220
	Demand Totals	20,517	22,746	24,214	25,145	25,519
	Difference	**15,703**	**13,474**	**12,006**	**11,075**	**10,701**
Third Year	Supply Totals	34,470	34,470	34,470	34,470	34,470
	Demand Totals	20,517	22,746	24,214	25,145	25,519
	Difference	**13,953**	**11,724**	**10,256**	**9,325**	**8,951**
Fourth Year	Supply Totals	34,470	34,470	34,470	34,470	34,470
	Demand Totals	20,517	22,746	24,214	25,145	25,519
	Difference	**13,953**	**11,724**	**10,256**	**9,325**	**8,951**
Fifth Year	Supply Totals	32,720	32,720	32,720	32,720	32,720
	Demand Totals	20,517	22,746	24,214	25,145	25,519
	Difference	**12,203**	**9,974**	**8,506**	**7,575**	**7,201**

Source: City of Folsom 2021.

Water Infrastructure

The City of Folsom water system service area covers five district areas: Folsom Service Area – West, Folsom Service Area – East, Ashland Area, Nimbus Area, and Folsom Plan Area. The project planning area is located in the Folsom Service Area – West, Folsom Service Area – East, and Folsom Plan Area.

Raw water is treated at the City-owned and operated conventional water treatment plant (WTP) located on East Natoma Street and Randall Drive. The Folsom WTP has a nominal capacity of 50 million gallons per day (mgd). The City utilizes eight pump stations, 13 storage reservoirs, 18 pressure reducing valves, one flow control station and a network of pipelines in the water distribution system. (City of Folsom 2018b).

The initial phases of the FPASP development would be served through a connection to two existing pipes (one 24-inch and one 18-inch) that traverse along East Bidwell Street from Iron Point Road to the Folsom Plan Area. The existing East booster pump station would also be updated to serve the initial phase of the FPASP. The buildout of the FPASP would require a new dedicated 24-inch pipe from the Folsom WTP to the Folsom Plan Area and a new booster pump station (6,100 gallons per minute firm capacity) at the WTP (City of Folsom 2018b).

El Dorado Irrigation District

Water Supply

The EID is a public water agency that provides retail potable, irrigation, and recycled water services to municipal and agricultural customers throughout a large area of El Dorado County, and also provides wholesale treated water to the City of Placerville. The EID water service area boundary crosses the Sacramento County and El Dorado County border, which includes a portion of the Folsom Plan Area in its El Dorado Hills water service region. The EID relies on local and regional surface water supplies to meet most of its customers' demands and does not utilize groundwater as a supply. EID would provide water to 190 acres of the Folsom Plan Area. The proposed rezone Site 233 within the Folsom Plan Area is located in the EID service area. The EID is currently serving nearly 130,000 people and 150,000 acres of agricultural needs, urban communities, and rural residences (EID 2021).

The EID 2020 UWMP projected the water supplies and demands for a normal year (Table 3.11-5), single-dry year (Table 3.11-6), and 5-year consecutive drought (Table 3.11-7) for 2025, 2030, 2040 and 2045. As shown in Tables 3.11-5

through 3.11-7, EID has sufficient and reliable water supplies to meet forecasted customer water needs through 2045 considering water use forecasts for both normal and dry conditions.

Table 3.11-5 Normal Year Supply and Demand Comparison, AFY

	2025	2030	2035	2040	2045
Supply Totals	70,800	70,800	78,300	78,300	78,300
Demand Totals	38,980	39,770	40,920	42,130	43,320
Difference	**31,820**	**31,030**	**37,380**	**36,170**	**34,980**

Source: EID 2021.

Table 3.11-6 Single-Dry Year Supply and Demand Comparison, AFY

	2025	2030	2035	2040	2045
Supply Totals	63,400	63,400	67,100	67,100	67,100
Demand Totals	40,930	41,760	42,970	44,240	45,490
Difference	**22,470**	**21,640**	**24,130**	**22,860**	**21,610**

Source: EID 2021.

Table 3.11-7 Five-Consecutive Year Supply and Demand Comparison, AFY

		2025	2030	2035	2040	2045
First Year	Supply Totals	63,400	63,400	63,400	63,400	63,400
	Demand Totals	40,930	41,760	42,970	44,240	45,490
	Difference	**22,470**	**21,640**	**20,430**	**19,160**	**17,910**
Second Year	Supply Totals	59,400	54,900	63,100	63,100	63,100
	Demand Totals	41,100	42,000	43,200	44,490	45,490
	Difference	**18,130**	**17,400**	**19,880**	**18,610**	**17,610**
Third Year	Supply Totals	55,300	55,300	56,600	56,600	56,600
	Demand Totals	41,270	42,240	43,470	44,740	45,490
	Difference	**14,030**	**13,060**	**13,130**	**11,860**	**11,110**
Fourth Year	Supply Totals	55,300	55,300	56,600	56,600	56,600
	Demand Totals	41,440	42,480	43,720	44,990	45,490
	Difference	**13,860**	**12,820**	**12,880**	**11,610**	**11,110**
Fifth Year	Supply Totals	55,300	55,300	56,600	56,600	56,600
	Demand Totals	41,610	42,720	43,970	45,240	45,490
	Difference	**13,690**	**12,580**	**12,630**	**11,360**	**11,110**

Source: EID 2021.

Water Supply Infrastructure

Site 233 is located within EIDs service area. There is no existing water supply infrastructure on site. As analyzed in the FPASP Environmental Impact Report/Environmental Impact Statement (EIR/EIS). the existing EID water system may need to be expanded to distribute water to this area. The developer is responsible for paying for and installing the entire infrastructure (including water pipelines and a water booster station) required to serve the 190-acre development in the Folsom Plan Area within the EID service area. EID will charge connection fees associated with the new water hookups (EID 2023).

WASTEWATER AND STORMWATER

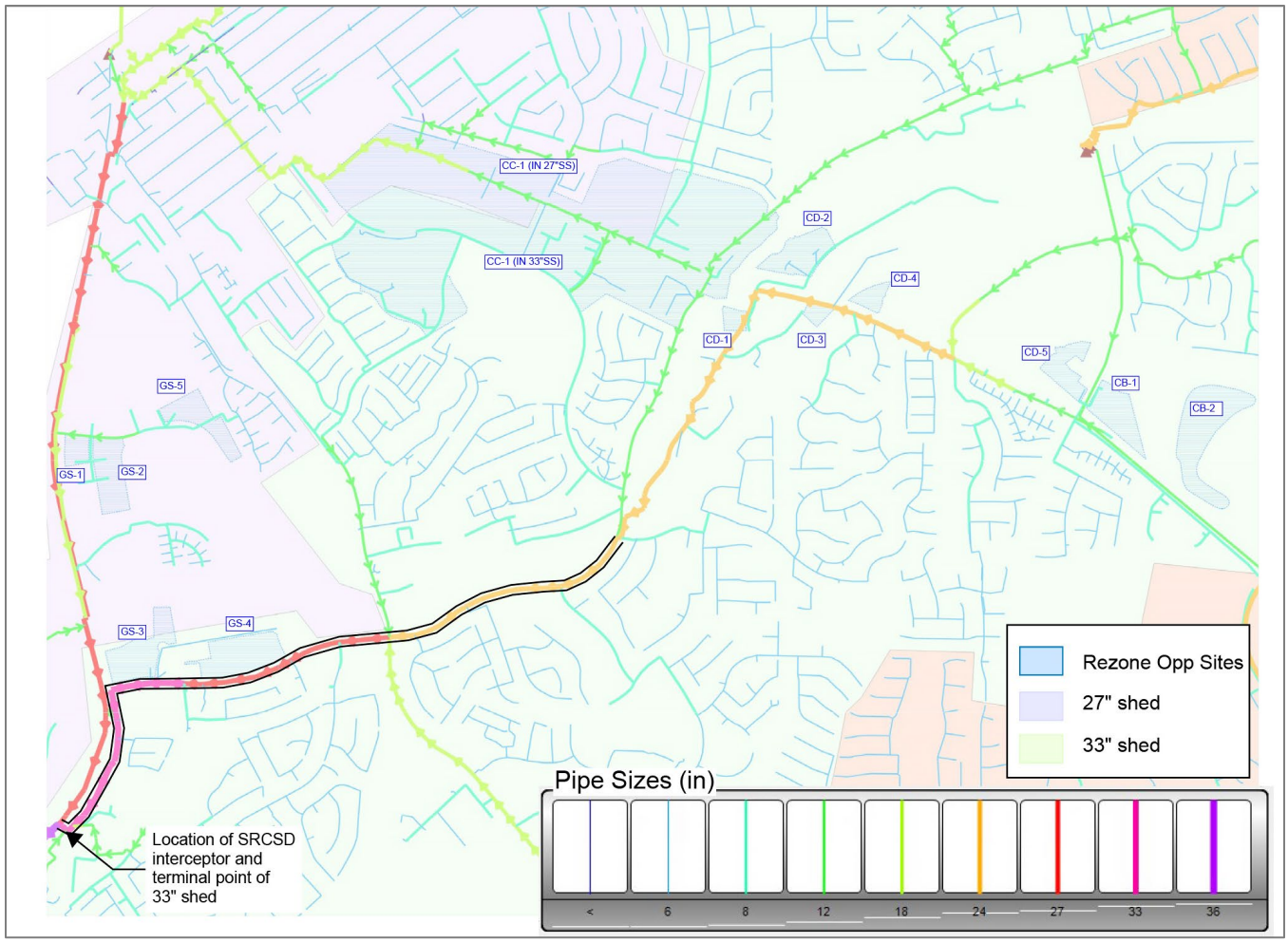
Wastewater Conveyance

City of Folsom

The City does not own or operate any wastewater treatment facilities. City flows are conveyed 30 miles and are treated at the SRWWTP which is located in the City of Elk Grove. The City collects wastewater within its service area and discharges all wastewater flows to SacSewer's conveyance facilities. The City's sewer collections system includes approximately 303 miles of gravity sewer and 18 pump stations (City of Folsom 2021). The City's sewer system provides approximately 25,688 service connections, with an average of 8 mgd, and maximum pump station capacity of 15.6 mgd (City of Folsom 2023b). Wastewater generated by the proposed rezone sites in north of Highway 50 would flow through three sewer sheds in the City: FE3 Shed, 33-Inch Shed, and 27-Inch Shed (Figures 3.11-1 through 3.11-3).The FPASP proposes a wastewater system similar to that north of Highway 50, with collectors and mains conveying wastewater to the SacSewer's system for treatment. A pumping station would be constructed in the northwest section of the Folsom Plan Area to serve the area. The City would incorporate the Folsom Plan Area into the City's Sewer System Management Plan as development occurs.

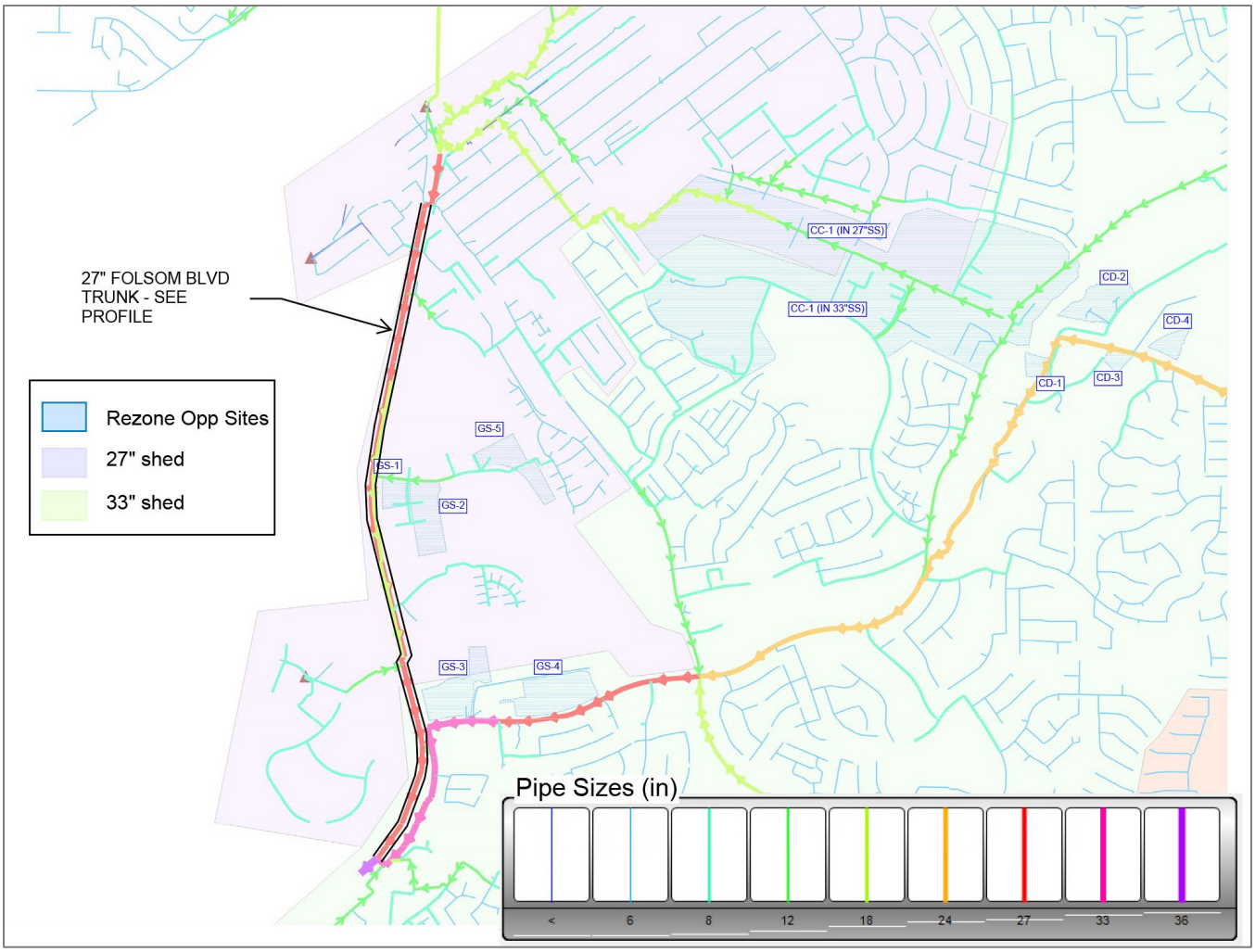
Source: image produced and provided by Water Works Engineers in 2024.

Figure 3.11-1 FE3 Shed



Source: image produced and provided by Water Works Engineers in 2024.

Figure 3.11-2 33-Inch Shed



Source: image produced and provided by Water Works Engineers in 2024.

Figure 3.11-3 27-Inch Shed

El Dorado Irrigation District

Approximately 190 acres in the northeast corner and eastern edge of the Folsom Plan Area lies within the EID service area, which would handle wastewater collection and conveyance for those properties, including Site 233 of the project. The existing EID wastewater conveyance system may need to be expanded to handle flows from this area. Future development within the FPASP would be required to submit proof of adequate wastewater conveyance facilities in place from EID prior to approval of a phase of development (Mitigation Measure 3A.16-1 of the FPASP EIR/EIS). The FPASP EIR/EIS estimated that the Folsom Plan Area would generate 0.28 mgd of average dry-weather flow and 0.70 mgd peak wet-weather flow within the EID service area (City of Folsom and USACE 2010). EID determined that there is sufficient sewer capacity to serve the potential customers from the Folsom Plan Area, but the developer would be responsible to pay for and install necessary sewer pipelines and upgrades to an existing sewer lift station (EID 2023).

Wastewater Treatment

SacSewer

SacSewer is the wastewater conveyance and treatment utility for the greater Sacramento region. SacSewer operates the SRWWTP. Wastewater flows collected from the City of Folsom are ultimately transported into the SRWWTP. SacSewer serves approximately 1.6 million residents, industrial and commercial customers, and owns and operates the regional wastewater conveyance system. The SRWWTP has a permitted dry-weather flow design capacity of 181 mgd

and currently treats an average of 135 mgd of wastewater in normal weather years (Regional San 2022). The treated wastewater is discharged to the Sacramento River within the Sacramento-San Joaquin Delta. The SRWWTP has been master-planned for a mirror image buildout of the existing facilities of 350 mgd average dry-weather flow of conventional and advanced treatment capacity (Regional San 2008). Future treatment facilities would be constructed in incremental stages depending on the actual growth rate and associated wastewater flows.

El Dorado Irrigation District

Site 233 is located within the EID service area. Wastewater from Site 233 would be conveyed to El Dorado Hills Wastewater Treatment Plant (EDHWWTP) for treatment via the Stonebriar Lift Station. EDHWWTP contains a 61.9 million gallons storage reservoir and has an average dry-weather flow buildout capacity of 4.0 mgd (2020). EDHWWTP has an average dry-weather flow of 2.5 mgd (EID 2020). Treated effluent is recycled or discharged into Carson Creek, a tributary to the Cosumnes River, during the wet season; typically discharging to Carson Creek between November and April. All of the treated effluent is recycled for beneficial reuse between May and October.

Stormwater Drainage Facilities

The City of Folsom Public Works Department manages the design and construction of the storm drain system, and activities to prevent urban runoff pollution. The Public Works Department Streets Division operates and maintains an extensive storm drainage system, including 190 miles of pipe, 23 miles of natural drainage channels and creeks, 30 flood control and/or water quality detention basins, and more than 200 outfalls to creeks and rivers (City of Folsom 2023c). This system serves the portion of the city north of Highway 50, and discharges to local streams and the American River. Some stormwater discharges are treated by on-site treatment control (e.g., water quality swales), and other discharges are either untreated or discharged to regional water quality / detention basin before discharging to a local stream.

Construction and installation of stormwater infrastructure serving the Folsom Plan Area is currently ongoing. The City developed a Storm Drainage Master Plan dated October 2014 requiring the incorporation of hydromodification management as well as Low Impact Development (LID) for stormwater management which would integrate conservation of natural site features with small-scale engineered landscape elements. As of December 2023, the City has accepted operation and maintenance of approximately 40 miles of storm drain pipe and 14 flood control and/or water quality/hydromodification basins.

DRY UTILITIES

Electricity is provided to the city by the SMUD and natural gas is provided to the city by PG&E. Telephone, cable, and broadband services are provided by a variety of services providers, including AT&T, Comcast, and Verizon. According to the General Plan EIR Impact USS-6 (pages 19-45 and 19-46 of the General Plan EIR), access to dry utilities is available and generally adequate to serve existing and future development in the north of Highway 50. Access to dry utilities in the Folsom Plan Area is planned as part of the backbone infrastructure improvements. SMUD would supply electric service to the Folsom Plan Area and would construct three electric substations and associated transmission lines to provide the electric service. PG&E would provide natural gas service to the Folsom Plan Area by installing one or more transmission pipelines, two natural gas regulator stations, and associated distribution lines. AT&T and Comcast Communications would be the primary providers of telephone service and cable television to the Folsom Plan Area, respectively. AT&T would require a backbone network of conduits and manholes, three remote terminal sites, and wireless communication towers to serve the planned development in the Folsom Plan Area. Comcast Communications would install a fiber optic/coaxial hybrid system and offer internet access, dial tone and video services (City of Folsom 2022). A discussion related to energy facilities, services, sources, and alternative fuels is included in Section 3.4, "Energy."

SOLID WASTE

Solid waste from the City is collected by the Solid Waste Division of the City's Public Works Department and diverted into refuse, recycling, and organics.

Refuse

Most refuse collected within the City is transported to Kiefer Landfill, a Class III (Non-hazardous Solid Waste) landfill located at 12701 Kiefer Boulevard in Sloughhouse, about 10 miles south of Highway 50. Kiefer Landfill is the primary solid waste disposal facility in Sacramento County and is operated by the County. It operates seven days a week and is permitted to accept household waste from the public, businesses, and private waste haulers. The landfill also accepts some recyclable material and hard-to-handle wastes. There is a Special Waste Facility Drop-Off Center on site that accepts common household hazardous waste. Total landfill disposal in Kiefer Landfill was approximately 790,212 tons per year (2,165 tons per day) in 2022 (CalRecycle 2024a). The landfill is permitted to receive a maximum of 10,815 tons per day. As of December 31, 2023 it had a remaining capacity of 102,300,000 cubic yards, with an estimated closure date of 2080 (CalRecycle 2024b).

Recycling and Green Waste

Folsom is meeting and exceeding the diversion rates required by the IWMA. CalRecycle's most recent data shows that for Review Year 2021, the City disposed of 55,355.88 tons of materials. The Folsom residential rate of 3.7 pounds per person per day (PPD) is well below the target rate of 7.0 PPD. Folsom businesses achieved a rate of 7.5 PPD, well below the target rate of 13.1 PPD (CalRecycle 2023).

3.11.3 Environmental Impacts and Mitigation Measures

METHODOLOGY

This section analyzes utility and service systems impacts that may occur from the proposed amendments to the City of Folsom 2035 General Plan and FPASP. The evaluation of utility and service impacts is based on review of published information and reports. The analysis considers the impact analysis provided in the General Plan EIR and FPASP EIR/EIS, and focused review of the extent of land use and density change associated with the project planning area. The analysis is focused on whether the project would result in impacts on utilities and service systems not previously considered in the General Plan EIR and the FPASP EIR/EIS. Energy impacts are addressed in Section 3.4, "Energy."

Water Demand and Infrastructure

The General Plan EIR identified three water purveyors that would supply potable water to the city: City of Folsom, San Juan Water District, and EID. The City of Folsom's UWMP evaluated water demand and supply at the buildout of the 2035 General Plan (Table 19-5 of the General Plan EIR, page 19-17). The General Plan EIR concluded that sufficient water supplies would be available to serve all urban uses within each water purveyor's service area under normal, single dry year, and multiple dry year conditions.

This analysis utilizes the 2020 UWMP demand factor for multifamily to estimate the water demand for the net increased units resulting from the project. Evaluation of potential impacts to water infrastructure is based on review of the Hydraulic Analysis (Appendix E). Estimated water demand resulting from the project is applied to the City's hydraulic model to determine whether the increased water demand would result in adverse hydraulic impacts and require additional infrastructure improvements.

Wastewater Treatment and Disposal

Evaluation of potential impacts to wastewater facilities is based on review of the Wastewater Capacity Analysis prepared for the project by Water Works Engineers (Water Works 2024, provided as Appendix F). Estimated additional wastewater generated by the project is applied to the City's hydraulic models to determine whether the increased wastewater flows would trigger infrastructure upgrades.

Dry Utilities

Evaluation of dry utilities impacts associated with the project is based on a review of applicable federal, state, and local laws, regulations, and codes. The evaluation also considers whether the General Plan policies and other relevant

standards promote adequate services that are needed as development occurs to help ensure that existing users and the environment would not be negatively impacted.

Solid Waste

The generation rate published by CalRecycle has been applied to determine the potential volume of solid waste produced under full buildout of the project. Estimated project solid waste is compared to the available capacity of the infrastructure to determine if the project can be accommodated, or if additional capacity would be needed.

THRESHOLDS OF SIGNIFICANCE

A utilities and service systems impact is considered significant if implementation of the project would do any of the following:

- require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure;
- negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals; and/or
- comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact 3.11-1: Adverse Impacts on Sufficient Water Supply and Treatment

General Plan EIR Impact USS-4 identified less than significant water supply impacts because the existing water purveyors would have sufficient water supplies to serve future development under the 2035 General Plan. Implementation of the project could generate additional water demand for water supplies from the provision of additional housing. However, the City of Folsom and EID would have sufficient surplus to meet the additional water demand. Therefore, the additional water demand resulting from the project would not result in a new or substantially more severe water supply impact than was addressed in the General Plan EIR. Project impacts would be **less than significant**.

General Plan EIR Section 19, "Utilities and Service Systems," Impact USS-4 evaluated the sufficiency of water supplies to serve the development identified in the 2035 General Plan from existing water entitlements and resources. The General Plan EIR concluded that implementation of the 2035 General Plan would not exceed the water supplies available to the water purveyors serving the 2035 General Plan – Plan Evaluation Area which includes the City of Folsom and Planning Area 1, which is made up of approximately 1,100 acres outside the city limits, but within the City's water service area. Impacts were determined to be less than significant.

Water Supply

East Bidwell Corridor and Transit Priority Areas

Implementation of the project would not, in and of itself, construct new housing in the city. However, the project would facilitate the development of residential units by permitting denser development on parcels already planned for development within the project planning area. Implementation of the project would increase the number of

residential units in the city by 6,046 additional units over development anticipated in the adopted General Plan through redesignation of General Plan land uses and associated zoning. Approximately 4,164 new units would be located in the East Bidwell Corridor and the Transit Priority Areas, which would receive water service from the City of Folsom. Using the 2020 UWMP future water demand factor of 0.22 AFY/dwelling unit (Peterson Brustad, Inc. 2023), it is estimated that the additional 4,164 units would result in increases in water demand of approximately 916 AFY. Table 3.11-2, Table 3.11-3, and Table 3.11-4 show that the City of Folsom would have sufficient water supplies to serve the projected 916.08 AFY of water demand resulting from the future development in East Bidwell Corridor and Transit Priority Areas during normal year, single-dry year, and five-year consecutive drought.

Folsom Plan Area

Implementation of the project would result in an additional 1,882 housing units in the Folsom Plan Area. Approximately 1,632 units would be located within the City of Folsom's water service area and 250 units (Site 233) would be located within the EID water service area. Table 3.11-8 includes the projected water demand increase that would occur with implementation of the project in the Folsom Plan Area. As calculated below, the additional 1,882 net new housing units in the Folsom Plan Area would result in increases in water demand of approximately 414.04 AFY. Of the 414.04 AFY water demand, approximately 359.04 AFY would be within the City of Folsom's service area and 55 AFY within the EID's service area.

As discussed in section 3.11.2, "Environmental Setting," water supply for the Folsom Plan Area from the City of Folsom would be limited to 5,600 AFY. The updated water demand forecast for the Folsom Plan Area indicated that there would be approximately 778.53 AFY of water surplus from the Water Supply Agreement. Therefore, there would be sufficient water supply to accommodate the approximately 414.04 AFY of water demand resulting from the proposed rezone sites in the Folsom Plan Area.

Table 3.11-8 Projected Water Demand Increase under the Project in the Folsom Plan Area

Project Planning Area	New Net Residential Capacity (units)[1]	Future Demand Factors (AFY/Dwelling Unit)[2]	Projected Water Demand Increased (AFY)
Folsom Plan Area – City of Folsom Service Area	1,632	0.22	359.04
Folsom Plan Area (Site 233) – EID Service Area	250	0.22	55
Total	**1,882**	**-**	**414.04**

[1] City of Folsom is the water purveyor for the project planning area except Site 233 located in the Folsom Plan Area that is served by EID.
[2] The 2020 UWMP future demand factor for multifamily is 0.22 AFY/dwelling unit (Peterson Brustad, Inc. 2023).

Tables 3.11-5 through 3.11-7 show that EID would have sufficient water supplies to serve the projected 55 AFY of water demand resulting from the project during normal year, single-dry year, and five-year consecutive drought. Therefore, there would be sufficient water supply to support future development on the proposed rezone site 233 in the Folsom Plan Area.

Water Infrastructure

Hydraulic modeling (Appendix E) was conducted by Peterson Brustad Inc. in August 2023 to identify whether the proposed increased residential capacity from the project would cause any adverse hydraulic impacts in the City's hydraulic model that may require additional water distribution infrastructure improvements (Peterson Brustad, Inc. 2023). A maximum day demand and a peak hour demand simulations were run in the hydraulic model for the buildout of the project. The modeling indicated that the increase in water demand resulting from the project would not result in adverse hydraulic impacts to the City's water distribution system (Peterson Brustad, Inc. 2023). In addition, the existing water storage for the area north of Highway 50 and planned storage for the Folsom Plan Area would be adequate to accommodate the increased storage requirements resulting from the project (Peterson Brustad, Inc. 2023). Therefore, no additional improvements to the City's water infrastructure would be required.

Therefore, based on the discussion above, similar to the findings of the General Plan EIR, the existing water purveyors would have sufficient water supplies for future development proposed under the project. No additional improvements to water infrastructure would be required as a result of implementing the project. There is no new

significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. Impacts would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.11-2: Exceed the Capacity of the Wastewater Treatment Provider or Adverse Effects Associated with Construction of Wastewater Treatment and Disposal Infrastructure

General Plan EIR Impact USS-3 identified less than significant impacts related to wastewater collection, transmission, and treatment. Implementation of the project could generate wastewater as a result of increased housing in the City. The existing wastewater conveyance infrastructure in the City of Folsom would not have sufficient capacity to accommodate the anticipated additional wastewater. Therefore, the wastewater resulting from the project would result in a new and substantially more severe wastewater impact than was addressed in the General Plan EIR. Project impacts would be **potentially significant**.

General Plan EIR Section 19, "Utilities and Service Systems," Impact USS-3 evaluated whether implementation of the 2035 General Plan would require construction of new or expanded wastewater collection or conveyance facilities and the construction of which could cause significant environmental effects. The General Plan EIR stated existing wastewater collection and transmission infrastructure would be able to serve development anticipated in the area north of Highway 50.

Development anticipated in the Folsom Plan Area requires the construction of on-site wastewater collection and conveyance facilities and an off-site force main. As discussed in the General Plan EIR implementation of FPASP Mitigation Measure 3A.16-1 would require that an adequate wastewater conveyance system be completed for the Folsom Plan Area. EID confirmed that sufficient transmission and treatment capacity would be available to serve the portion of Folsom Plan Area under EID's jurisdiction (approximately 189 acres). SacSewer's 2020 Master Plan identified expansion of the SRWWTP to 218 mgd. The projected capacity includes the potential development in the Folsom Plan Area and growth expected in the Sacramento region by 2020. Because the growth within the SacSewer's service area is less than what was projected in the 2020 Master Plan, SacSewer determined that SRWWTP can provide capacity to future development beyond what was originally anticipated. Therefore, the General Plan EIR determined that compliance with existing regulations and General Plan Policy PFS 4.1.1 (Wastewater System) and Policy PFS 4.1.2 (Regional Cooperation), and implementation of FPASP EIR Mitigation Measures 3A.16-1 and 3A.16-3 through 3A.16-5 would ensure that there would be sufficient wastewater collection, transmission, and treatment capacity. Impacts were determined to be less than significant.

Wastewater Conveyance

The City of Folsom is bisected by Highway 50 effectively creating two hydraulically distinct wastewater collection systems. Therefore, the City maintains two separate hydraulic models: North of Highway 50 model and Folsom Plan Area model. The proposed rezone sites would be located within both hydraulic models.

North of Highway 50

The North of Highway 50 model is delineated into three sewer sheds governed by topography and natural features that dictate how the wastewater flows by gravity: FE3 Shed, 33-Inch Shed, and 27-Inch Shed (see Figure 3.11-1 through 3.11-3). For the project Wastewater Capacity Analysis in the North of Highway 50 model the buildout scenario was based on assumptions in the 2035 General Plan with peak wet weather flow from a 10-year, 6-hour storm. New wastewater generated from proposed rezone sites in the project planning area north of Highway 50 were loaded to the hydraulic model for a simulation analysis. The result from the simulation in each sewer shed is summarized below.

FE3 Shed

The eastern project planning area north of Highway 50 is located within the FE3 Sewer Shed. A 24-inch sewer line starting on East Bidwell Street and terminating at the Iron Point Road pump station represents the major trunk of the

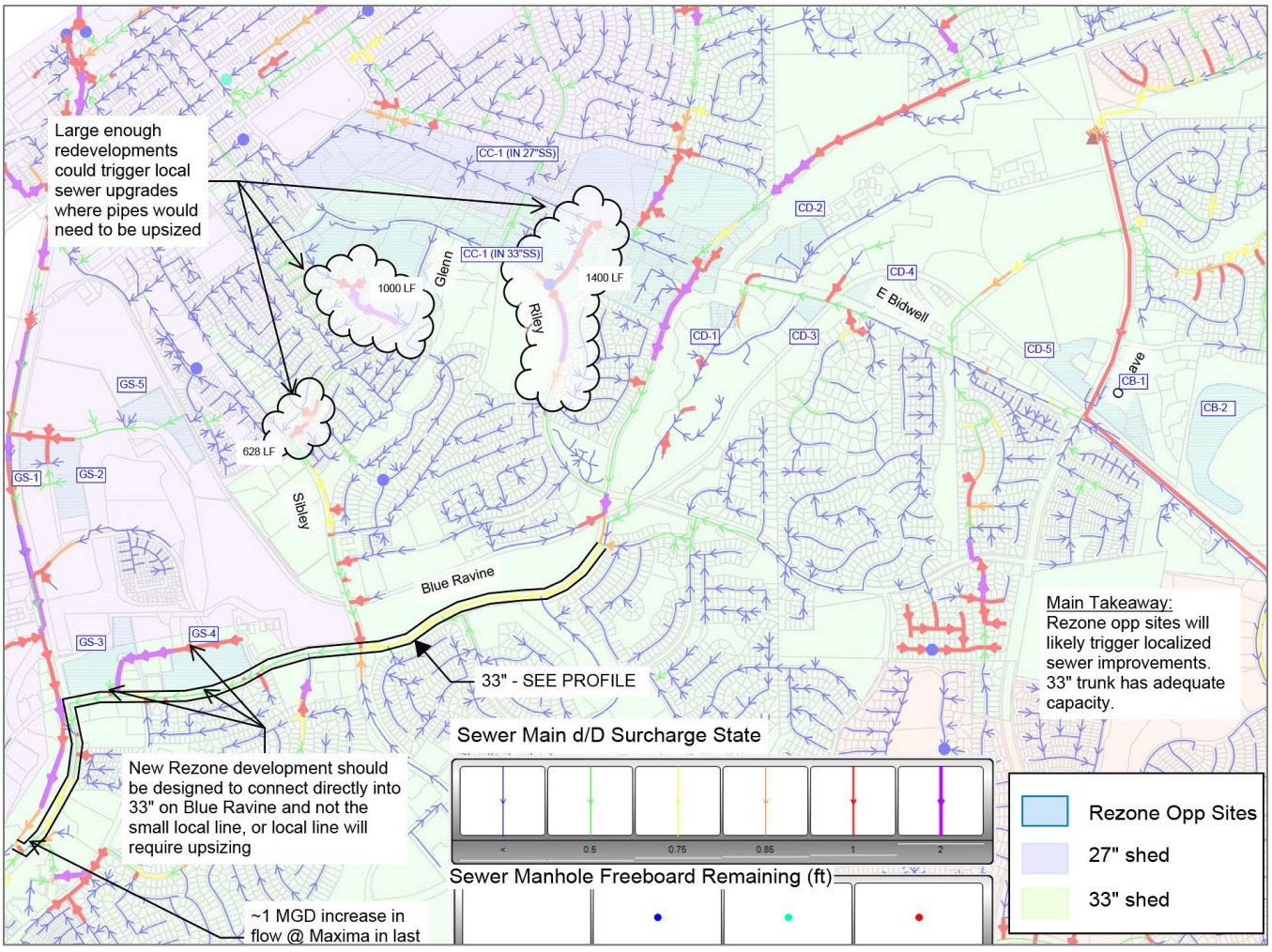
FE3 Shed, which is the centerpiece of the capacity of the shed. The simulation for project development in the FE3 Sewer Shed indicated that the FE3 Shed and the 24-inch sewer line would have adequate capacity to accommodate the increased wastewater flows from the proposed rezone sites without any capacity upgrades required (Water Works 2024).

33-Inch Shed

The central project planning area north of Highway 50 is located within the 33-Inch Sewer Shed. A 33-inch sewer line along Blue Ravine Road represents the major trunk of the 33-Inch Shed. The simulation for project development in the 33-inch Shed indicated that the 33-inch sewer line would have capacity for the increased wastewater flow in general. However, development associated with the project would have the potential to reach the capacity of some localized sewer lines, specifically along Riley Road, Sibley Drive, and Glenn Road as shown in Figure 3.11-4 (Water Works 2024). Localized sewer improvements would be required within the 33-Inch Shed to handle the increased wastewater flows.

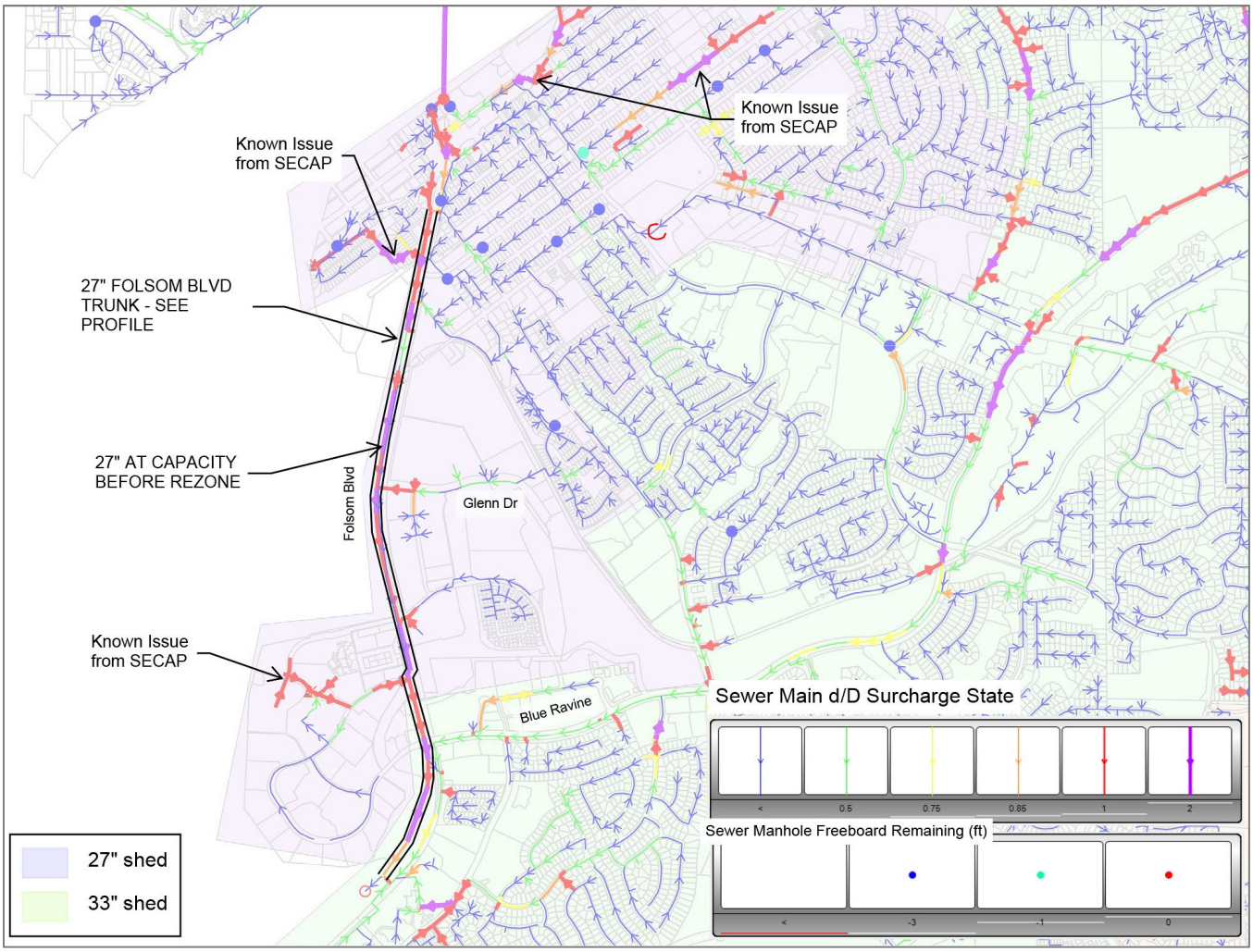
27-Inch Shed

The western project planning area north of Highway 50 is located within the 27-Inch Sewer Shed. A 27-inch sewer line along Folsom Boulevard represents the major trunk in the 27-Inch Shed. The 27-inch sewer line in this sewer shed is currently at capacity as shown in Figure 3.11-5 (Water Works 2024). Potential development resulting from the project in this sewer shed would require construction or expansion of wastewater conveyance facilities.



Source: image produced and provided by Water Works Engineers, in 2024.

Figure 3.11-4 33-Inch Shed with Project Implementation



Source: image produced and provided by Water Works Engineers, in 2024.

Figure 3.11-5 27-Inch Shed without Project Implementation

Folsom Plan Area

Within the Folsom Plan Area, new wastewater collection and conveyance facilities have been planned, including construction of a force main to convey flows from the Folsom South Pump Station to an existing SacSewer 24-inch force main located within Iron Point Road, north of Highway 50, and downstream of the existing Folsom East 3B Pump (City of Folsom and USACE 2010). Wastewater flows in the Folsom Plan Area are to be conveyed to the Folsom South Pump Station approximately 1,500 feet west of Oak Avenue.

As previously described in Section 3.8, "Population and Housing," the FPASP permits development of approximately 11,461 residential units in the Folsom Plan Area. Implementation of the project would result in the potential for an additional 1,882 residential units to what is currently allowed in the Folsom Plan Area over the next 12 to 20 years. Of the 1,882 residential units, 250 units on Site 233 would be in EID's wastewater service area and 1,632 units would be in the City of Folsom and SacSewer's wastewater service area.[1] A Wastewater Master Plan Update was prepared for the Folsom Plan Area by Water Works, Engineers in 2014 (Water Works 2014). The Wastewater Master Plan Update indicated that the wastewater collection and conveyance facilities for the Folsom Plan Area was based on the total contributing amount of 15,554 equivalent single-family dwelling units, which would be 4,093 units more than what was permitted in the FPASP (11,461 units). Therefore, the planned wastewater collection and conveyance facilities in

[1] SacSewer will construct, operate, and maintain the Folsom South Pump Station and force main at the site of the Easton Valley Parkway lift station and force main when a minimum wastewater flow volume SacSewer's existing lift station found on Iron Point Road is reached. Prior to the construction of Folsom South Pump Station, the Easton Valley Parkway lift station is owned and maintained by the City of Folsom.

the Folsom Plan Area would have the capacity to accommodate wastewater generated by 4,093 more units than what was permitted in the FPASP, which would be more than the additional 1,632 units resulting from the project. In addition, the model simulation for the Folsom Plan Area conducted in the Wastewater Capacity Analysis indicated that the Folsom Plan Area wastewater collection system would have capacity to accommodate additional wastewater generated from the project (Water Works 2024). No additional sewer infrastructure improvements would be required to handle the increased flows. Therefore, implementation of the project would not exceed the water conveyance system for the Folsom Plan Area in SacSewer's service area.

EID

Site 233 is located within the Folsom Heights community in the Folsom Plan Area. The Folsom Heights community is located within EID's wastewater service area. EID is in the process of upgrading the existing Stonebriar Lift Station to accommodate the future sewer flows associated with development in the Folsom Heights' community. The Stonebriar Lift Station would be upgraded to include two non-clog submersible pumps, each size for the design flow of 860 gallons per minute (equal to approximately 1.2 mgd) (Ascent 2023). It was anticipated that the Folsom Heights development would add an additional 100,920 gallons per day (gpd) to the wastewater system based on the 530 residential units identified in the FPASP, which would result in approximately 190 gpd per unit. Implementation of the project would result in an additional 250 units on Site 233 in the Folsom Heights community. It is estimated that the additional 250 units would add approximately 47,500 gpd to the wastewater system (based on 190 gpd per unit). Together, the project and the 530 units identified in the FPASP would add 148,420 gpd of sewer flows to the wastewater system, which is less than the planned capacities of the two pumps (860 gallons per minute or 1.2 mgd each) within the Stonebriar Lift Station. The potential development on Site 233 would not exceed the capacity of the EID planned wastewater conveyance facilities.

Wastewater Treatment

SacSewer

SacSewer would provide wastewater treatment service to the project planning area except for Site 233, located within the EID service area. SacSewer's SRWWTP has a permitted dry-weather flow design capacity of 181 mgd and currently serves 1.6 million people and treats an average of 135 mgd of wastewater in normal weather years (Regional San 2022). The SRWWTP has been master-planned for a mirror image buildout of the existing facilities of 350 mgd average dry-weather flow of conventional and advanced treatment capacity (Regional San 2008). The General Plan EIR determined that an expansion of the SRWWTP to 218 mgd would provide capacity for future development within SacSewer's service area, including the Folsom Plan Area. An expansion to 218 mgd would result in a remaining potential capacity of 132 mgd for the SRWWTP considering the facility has a buildout capacity of 350 mgd. Therefore, the SRWTP can provide capacity to future development beyond what was anticipated in the General Plan EIR. The project would result in up to 6,046 additional residential units beyond the number assumed in the General Plan EIR, which could result in approximately 15,418 people. An additional 15,418 residents would generate additional wastewater beyond what was evaluated in the General Plan EIR. Although the full capacity of the SRWWTP does not exist now, it is planned to accommodate growth for the next 20 years. The buildout of the project would occur over the next 12 to 20 years. Future facilities expansion needs would be constructed in incremental stages depending on the actual growth rate and associated wastewater flows. Therefore, it is reasonable to assume that the SRWWTP would have sufficient capacity to accommodate the wastewater generated by the project. Implementation of the project would not exceed the wastewater treatment capacity of the SRWWTP.

EID

Approximately 250 residential units on Site 233 would be served by EID. Wastewater generated from Site 233 would be conveyed to the EDHWWTP. As discussed in Section 3.11.2, "Environmental Setting," the EDHWWTP has an average dry-weather flow buildout capacity of 4.0 mgd and has an average dry-weather flow of 2.5 mgd. As discussed above, it is estimated that the additional 250 units on Site 233 would add approximately 47,500 gpd to the wastewater system. The additional 47,500 gpd would not exceed the planned capacity of 4.0 mgd per the EDHWWTP given the existing average dry-weather flow of 2.5 mgd. Therefore, implementation of the project would not exceed the wastewater treatment capacity of the EDHWWTP.

Summary

Based on the discussion above, implementation of the project would not exceed the wastewater treatment capacity of the existing wastewater treatment plants. However, implementation of the project would exceed the capacity of the wastewater conveyance system located north of Highway 50, specifically in the 33-inch and 27-inch Sewer Sheds. Therefore, the impact would be **potentially significant** and is more severe than the impact identified in the General Plan EIR.

Mitigation Measures

Mitigation Measure 3.11-2a: Implement Localized Improvements in the 33-Inch Shed

Future development in the 33-inch shed at the Central Commercial District in the East Bidwell Mixed-Use Overlay Zone and Iron Point District Transit-Oriented Development overlay shall provide fees or construct localized wastewater improvements as conditions of approval to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed prior to occupation of residential units.

Mitigation Measure 3.11-2b: Develop and Implement a Wastewater Conveyance Master Plan for the 27-Inch Shed

To address capacity concerns in the City's wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan that identifies the final anticipated extent of pipeline and pump station improvements as well as any phasing improvements tied to residential development timing and/or location in the 27-inch Shed. The Wastewater Conveyance Master Plan shall include mechanisms and improvements for addressing sewer capacity. The Wastewater Conveyance Master Plan shall contain the goals of the plan, a description of proposed upgrades and features that would be implemented, a long-term maintenance and operation strategy, and an approach for implementation of proposed improvements to the wastewater conveyance system. Potential improvements may include, but are not limited to:

- construction and operation of a new pump station near the intersection of Riley Street and East Bidwell Street,
- construction and operation of a new 8-inch force main from the pump station to high point at Glenn Drive and Sibley Street in order to divert flows from the 27-inch shed into the 33-inch shed,
- upsizing existing 8-inch pipelines on Glenn Drive and Sibley Street to 12-inch, and
- identification of addition localized sewer improvements.

Upon completion of the Wastewater Conveyance Master Plan, the City shall secure any required permits for implementation of identified improvement strategies. Improvements identified in the Wastewater Conveyance Master Plan shall be implemented prior to issuance of grading permits for future projects that would add wastewater to the 27-inch Shed.

Significance after Mitigation

Implementation of the Mitigation Measures 3.11-2a and 3.11-2b would increase the wastewater conveyance capacity in the 33-inch and 27-inch Sheds to accommodate additional flows generated from the project. Impacts would be **less than significant** with mitigation.

Impact 3.11-3: Require the Construction of New or Expanded Stormwater Drainage Facilities, the Construction of Which Could Cause Significant Environmental Effects

General Plan EIR Impact USS-2 concluded that implementation of the 2035 General Plan would result in less than significant impacts related to requiring development of new or expanded stormwater drainage facilities with compliance with existing regulations, General Plan Polices PFS 5.1.1 through 5.1.4 and future project-level CEQA review. Implementation of the project would result in increased residential development capacity in the project planning area and would not change the planned development footprint evaluated in the General Plan EIR. The project would not result in a new or substantially more severe stormwater runoff impact than was addressed in the General Plan EIR. Project impacts would be **less than significant**.

General Plan EIR Section 19, "Utilities and Service Systems," Impact USS-2 evaluated whether implementation of the 2035 General Plan would require construction of new or expanded stormwater drainage facilities and the construction of which could cause significant environmental effects. The General Plan EIR stated that development anticipated under the 2035 General Plan would result in an increase of impervious surface in the city, which would increase demand for stormwater drainage facilities. However, compliance with the existing regulations listed in Section 3.11.1, "Regulatory Setting," and General Plan Policies PFS 5.1.1 (Maintain Adequate Storm Drainage), PFS 5.1.2 FEMA Flood Maps), PFS 5.1.3 (Urban Runoff), and PFS 5.1.4 (Green Stormwater Infrastructure) would ensure stormwater facilities and services would be constructed as needed to serve new development associated with the 2035 General Plan. Other impacts related to development of stormwater facilities were discussed throughout the General Pla EIR and no additional significant impacts were identified. Therefore, the General Plan EIR determined that this impact would be less than significant.

Upon implementation, the project would result in increased residential development capacity within the project planning area. However, no change to the planned development footprint (including impervious surface) as analyzed in the General Plan EIR would occur. Increased development capacity would not result in any substantial changes in the impacts related to stormwater runoff because the project would not change the extent or character of land disturbance from what was evaluated in the General Plan EIR. Stormwater facilities would be designed to be in conformance with Folsom Municipal Code Chapter 8.70 related to stormwater management and discharge. Future development would continue to be subject to General Plan policies related to stormwater runoff and facilities. Therefore, the project would not result in a new or substantially more severe impact regarding stormwater drainage than was addressed in the General Plan EIR. Project impacts would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.11-4: Require Relocation or Construction of Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of Which Could Cause Significant Environmental Effects

General Plan EIR Impact USS-6 concluded that increased demand for private utility services associated with the 2035 General Plan would not result in significant environmental impacts because there are adequate existing private utility services to serve the 453 vacant parcels in the area north of Highway 50. Implementation of the project could result in increased demand for electricity, natural gas, and telecommunication services in the project planning area. SMUD, PG&E and AT&T would provide new or extended infrastructure to serve future development in Folsom Plan Area. As a result of the project, the demand for electrical power, natural gas, and telecommunication services would be increased for residential use but would be decreased for non-residential use compared to what was evaluated in the General Plan EIR. Compliance with existing regulations and General Plan policies would ensure that the project would not require additional relocation or construction of electric power, natural gas, or telecommunications facilities that have not been evaluated in the General Plan EIR. Therefore, the project would not result in a new or substantially more severe impact related to dry utilities than was addressed in the General Plan EIR. Project impacts would be **less than significant**.

General Plan EIR Section 3.19 Impact USS-6 evaluated the increased demand for private utility services (including electricity, natural gas, and telecommunication) that would occur under the General Plan. The General Plan EIR stated that the existing and planned private utilities are generally adequate to serve the 453 vacant parcels in the area north of Highway 50. For future development in the Folsom Plan Area (south of Highway 50), SMUD, PG&E, and AT&T would require new or extended infrastructure to provide electricity, natural gas, and telecommunication services, respectively, as analyzed in the FPASP EIR/EIS. The General Plan EIR concluded that implementation of the 2035 General Plan would result in a less-than-significant impact related to private utilities development because future development would be subject to project-level CEQA analysis and mitigation. Impacts were concluded to be less than significant.

The project would result in amendments to the 2035 General Plan and FPASP to increase residential development capacity within the project planning area. Implementation of the project would result in 6,046 housing additional units in the project planning area and reduction of 251,266 square feet of non-residential land use in the Folsom Plan Area. Approximately 4,164 units would be located in the city north of Highway 50 and 1,882 units would be located in the Folsom Plan Area. It is anticipated that the demand for electrical power, natural gas, and telecommunication services would be increased for residential use but would be decreased for non-residential use compared to what was evaluated in the General Plan EIR. A Technical Dry Utilities Study was prepared for the Folsom Plan Area by Capitol Utilities Specialists in 2009. The study concluded that all the major dry utilities (natural gas, electric, telephone, and cable television) necessary to serve the FPASP either already exist on-site or are available adjacent to the site (Capitol Utility Specialists 2009). Furthermore, as discussed in Section 3.11.2, "Environmental Setting," SMUD, PG&E, and AT&T and Comcast Communication have planned to construct additional electricity, natural gas, and telecommunication infrastructure to serve the Folsom Plan Area. Additionally, implementation of General Plan Policies PFS 8.1.1 through PFS 8.1.5 would ensure that adequate utilities services would be provided to the City's residents. Regulations, including State energy efficiency standards and building regulations, have generally reduced the demand for energy on a per-unit basis compared to the industry standard when the General Plan EIR was prepared. It is reasonable to assume that the project would not result in a substantial increase in demand for dry utilities compared to what was evaluated in the General Plan EIR and planned for the Folsom Plan Area. The project would not require the relocation or construction of new or expanded dry utilities infrastructure that have not been evaluated in the General Plan EIR and have been planned for the Folsom Plan Area. The project would not result in a new or substantially more severe impact regarding relocation and construction of dry utilities facilities than was addressed in the General Plan EIR. Impacts would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

Impact 3.11-5: Adverse Impacts on Landfill Capacity and Compliance with Applicable solid Waste Regulations

General Plan EIR Impact USS-5 concluded that increased demand for solid waste services associated with implementation of the 2035 General Plan would not result in significant environmental impacts. Implementation of the project could result in increased solid waste generation associated with the project planning area. The Kiefer Landfill is currently operating below permitted capacity. The projected additional 28.5 tons per day of solid waste generated from the project would not substantially impact Kiefer Landfill's permitted capacity. In addition, future development associated with the project would be required to comply with all applicable solid waste regulations and the adopted General Plan policies related to waste collection, recycling, and organics. Therefore, the additional solid waste services resulting from the project would not result in a new or substantially more severe impact than was addressed in the General Plan EIR. Project impacts would be **less than significant**.

General Plan EIR Section 3.19 Impact USS-5 evaluated the increased demand for solid waste collection and landfill capacity that would occur under the General Plan. The General Plan EIR stated that the City is meeting and exceeding the diversion rates required by the IWMA and the Kiefer Landfill has adequate capacity available to serve many jurisdictions in addition to the City. In addition, compliance with existing regulations (e.g., Title 27 of California Code, IWMA, Chapter 13.1, Part 3, Division 30 of the Public Resources Code, California's Short-Lived Climate Pollutant Strategy, and Folsom Municipal Code) and General Plan Policies PFS 9.1.1 (Collection), PFS 9.1.2 (Waste Reduction), PFS 9.1.3 (Recycling Target), and PFS 9.1.4 (Composting) would further reduce the amount of solid waste generated and sent to the Kiefer Landfill. The General Plan EIR concluded that implementation of the General Plan would not generate solid waste in excess of State or local standards or in excess of the capacity of the local infrastructure or violate any applicable State or local solid waste regulations. Impacts were concluded to be **less than significant.**

The project would result in up to 6,046 additional residential units beyond the number assumed in the General Plan EIR, which could result in approximately 15,418 additional residents (based on 2.55 residents per household). Using the 2021 per capita residential disposal rate of 3.7 PPD (CalRecycle 2023), implementation of the project would

generate 57,047 pounds of waste per day (approximately 28.5 tons per day). Kiefer Landfill has a permitted capacity of 10,815 tons per day and receives approximately 2,165 tons of waste per day. The landfill is operating below permitted capacity, and the additional 28.5 tons of waste per day resulting from the project would not substantially impact Keifer Landfill's capacity. In addition, future development associated with the project would be subject to adopted General Plan Policies PFS 9.1.1 through 9.1.4 related to waste reduction, recycling, and composting, which would reduce the amount of solid waste generated and sent to the landfill.

Future construction associated with the project would also generate construction debris. Chapter 8.30 of the Folsom Municipal Code regulates solid waste and recycling from all construction, renovation and deconstruction projects within the city that exceed a cost threshold specified in this chapter. All building permit projects would be required to either provide proof of an agreement with one a permitted hauler to collect, haul dispose and recycle all construction debris or submit detailed weight and/or volume records to the demonstrate compliance with the diversion requirements.

All future development associated with the project would be required to comply with the existing regulations related to solid waste listed under Section 3.11.1, "Regulatory Setting." Compliance with these regulations would be ensured through the development review process. Because the project would not generate solid waste in excess of State of local standards or in excess of the capacity of the local infrastructure, negatively affect the provisions of solid waste services, or affect the attainment of solid waste reduction goals. The additional demand from implementation of the project would not result in a new or substantially more severe impact regarding solid waste than was addressed in the General Plan EIR. Impacts would be **less than significant**.

Mitigation Measures

No mitigation is required for this impact.

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