

21.1 CUMULATIVE IMPACTS

The California Environmental Quality Act (CEQA) Guidelines require that all Environmental Impact Reports (EIR) contain an analysis of cumulative impacts to which the project might contribute. An EIR must discuss the “cumulative impact” of a project when its incremental effect would be cumulatively considerable. State CEQA Guidelines Section 15355 defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” A cumulative impact “consists of an impact which is created as a result of the combination of the project evaluated in the EIR, together with other projects causing related impacts” [CEQA Guidelines Section 15130(a)(1)]. The discussion of cumulative impacts “shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone” [CEQA Guidelines Section 15130(b)]. By requiring an evaluation of cumulative impacts, CEQA attempts to minimize the possibility that an EIR will overlook large-scale environmental impacts by only focusing on the effects of a single project.

Further, the CEQA Guidelines state “[l]ead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used” [Section 15130(b)(3)]. The cumulative impacts analysis “shall examine reasonable, feasible options for mitigating or avoiding the project’s contribution to any significant cumulative effects” [CEQA Guidelines Section 15130(b)(5)].

CEQA requires that one of two methods of establishing a future baseline be used:

1. A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
2. A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency [CEQA Guidelines Section 15130(b)(1)].

The CEQA Guidelines definition of probable future projects includes “projects included in an adopted capital improvements program, General Plan, Regional Transportation Plan, or other similar plan or included in a summary of projections of projects (or development areas designated) in General Plans or similar plans, and those projects anticipated as a later phase of a previously approved project (e.g., a subdivision)” [Section 15130(b)(1)(B)(2)]. Because the proposed Folsom 2035 General Plan (2035 General Plan) establishes land use and policies for all of the development that could occur within the 2035 Plan Evaluation Area, the Draft PEIR assessing the 2035 General Plan is an analysis of cumulative impacts by nature. In addition to cumulative development within the 2035 Plan Evaluation Area, several issue areas, such as traffic, climate change, air quality, noise, and water supply impacts, consider the combined effect of buildout of the 2035 Plan Evaluation Area in addition to regional growth occurring outside of the 2035 Plan Evaluation Area.

State CEQA Guidelines Section 15065(c) states that a mandatory finding of significance is required if the project would make a cumulatively considerable contribution to a cumulative impact. The

importance of a project's contribution must be viewed in the context of the cumulative effect. Case law has held that even a small contribution may be cumulatively considerable if the cumulative effect is particularly acute (*Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98).

21.1.1 CUMULATIVE CONTEXT

The basis of cumulative analysis varies by technical area. In general, the cumulative context for the technical analyses is buildout of the Plan Evaluation Area in 2035. Certain technical areas require a more regional context that extends beyond the boundaries of the 2035 Plan Evaluation Area. For example, the cumulative context for traffic includes regional development that would contribute to traffic on local and regional roadways, while air quality includes emissions from the whole of the Sacramento Valley Air Basin. Regional areas pertinent to the cumulative context are described below:

SACRAMENTO COUNTY

Sacramento County encompasses approximately 994 square miles in the middle of the 400-mile long Central Valley. In addition to the City of Folsom, the other incorporated jurisdictions in Sacramento County are the cities of Citrus Heights, Elk Grove, Galt, Isleton, Rancho Cordova, and Sacramento. The highest densities of employment and residential uses are located in the urban core of the city of Sacramento. Two of the three largest regional employment centers are located in Sacramento County, one in downtown Sacramento and the most recent along U.S. Highway 50 (U.S. 50) in the cities of Rancho Cordova and Folsom. Sacramento County adopted an updated 2030 General Plan on November 9, 2011.

EL DORADO COUNTY

El Dorado County lies just east of the City of Folsom and abuts the eastern edge of Sacramento County. El Dorado County encompasses approximately 1,790 square miles with the waters of Lake Tahoe and Folsom Lake covering 65 square miles of this total area. The portion of El Dorado County that abuts Folsom is the unincorporated community of El Dorado Hills.

U.S. Highway 50 bisects El Dorado County, traveling east-west from the Sacramento County through Placerville to and past the California/Nevada border just south of Lake Tahoe. Development in the county has closely followed this route, with the densest development in the west.

The El Dorado County General Plan was adopted in 2004.

PLACER COUNTY

The area abutting the City of Folsom on the north side is unincorporated Placer County, and the area is included in the Granite Bay Community Plan. According to the U.S. Census Bureau, the county has a total area of 1,502 square miles, of which 1,407 square miles is land and 95 square miles (6.4 percent) is water, including approximately 41 percent of the surface area of Lake Tahoe.

The Placer County General Plan Update was adopted in August 1994 and updated May 21, 2013.

21.1.2 GEOGRAPHIC SCOPE

For each cumulative environmental issue area discussed, the issue-specific cumulative geographic scope is identified in Table 21-1.

Resource Issue	Geographic Area
Aesthetics	Local Area and areas in the immediate vicinity within Sacramento County, the community of El Dorado Hills, and southern Placer County
Agricultural Resources	Sacramento Region
Air Quality	Sacramento Valley Air Basin
Biological Resources	Local Area and areas in the immediate vicinity within Sacramento County, the community of El Dorado Hills, and southern Placer County
Cultural Resources	Local Area
Geology, Soils, and Mineral Resources	Local Area
Global Climate Change	Global, statewide, and local
Hazards and Hazardous Materials	Local Area
Hydrology and Water Quality	Upper American River Basin; Lower Cosumnes River Basin
Noise and Vibration	Local Area and Vicinity
Public Services	City of Folsom public services
Transportation and Circulation	Regional and Local facilities
Tribal Cultural Resources	The drainages of the Yuba, Bear, and American Rivers, and the lower drainages of the Feather River.
Utilities and Service Systems	Regional and Local facilities

Source: *Planning Partners 2018.*

This Draft PEIR assesses the potential impacts of the buildout of the 2035 General Plan at an undetermined future time for many impacts, especially those that result in taking, disturbing, or revealing a resource or hazard. For impacts whose severity depends upon the intensity of development occurring at a given time, the Draft PEIR assesses such impacts in the year 2035. The 2035 General Plan horizon year is near the future year (2036) assumed in the Sacramento Area Council of Governments (SACOG) growth projections implicit in the 2036 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for Folsom and adjacent areas of SACOG's six county service area. See Chapter 5, *Introduction to the Environmental Analysis*, for an extended discussion of the types of impacts assessed in the Draft PEIR and the assumptions that are included within each type of impact.

As discussed in Chapter 5, *Introduction to the Environmental Analysis*, there are locations within the 2035 General Plan Planning Area where impacts are not assessed for the 2035 General Plan. These include Planning Areas 1 and 2 as indicated on Figure 3-2. Within Planning Area 1 all future urban development has been permitted previously by Sacramento County. Planning Area 2 consists largely of grazing land, but also includes gravel quarries and a portion of the Prairie City State Vehicular Recreation Area. The Sacramento County 2030 General Plan designates this area as General Agriculture. Both Planning Areas 1 and 2 are identified as areas of concern to the City. However, the 2035 General Plan does not designate land uses within either Planning Area 1 or 2, and sets forth no goals or policies to amend the City's sphere of influence to include these areas or to annex these

areas in the future. Under the SACOG's Preferred Blueprint Scenario, lands within Planning Area 2 would not be developed until after the year 2050. Since the 2035 General Plan would not encourage or discourage urban development in Planning Areas 1 or 2 within the 2035 General Plan's planning horizon, potential development of these areas are not considered in the cumulative context for this Draft PEIR¹. Should the City seek to develop within Area 1 or Area 2, many actions would need to occur prior to development, potentially including, but not limited to: General Plan Amendments, amendment of the City's Sphere of Influence, rezoning, annexation, approval of project-specific entitlements, and CEQA analyses.

21.1.3 ANALYSIS OF CUMULATIVE EFFECTS

The following presents an assessment of the cumulative effects of implementing the proposed 2035 General Plan in the context of regional growth patterns. The cumulative impacts of citywide development were considered in Chapters 6 through 19 of this Draft PEIR.

AESTHETICS AND VISUAL RESOURCES

The geographic scope for cumulative effects to aesthetics and visual resources is the City of Folsom and areas in the immediate vicinity within Sacramento County, the community of El Dorado Hills, and southern Placer County. Urban and suburban development in these areas consistent with the SACOG Blueprint Preferred Scenario would irrevocably transform the remaining rural character of these areas. Night lighting associated with this development would produce or enhance nighttime glow. This would be a significant cumulative impact.

The environmental impact analysis of the 2035 General Plan presented in Chapter 6 of this Draft PEIR identified the following significant and unavoidable impacts for visual resources:

- Adverse effect on a scenic vista or substantially degrade the scenic character.
- Damage to scenic resources within a scenic corridor.
- Creation of a new source of light or glare that would adversely affect day or nighttime views.

Implementation of the 2035 General Plan would result in development that would result in the intensification of existing urban uses as well as conversion of open space to urban land uses. These activities would cause permanent changes in the overall visual character and damage to scenic resources in the 2035 Plan Evaluation Area. While the 2035 General Plan contains goals and policies, and the City maintains existing design guidelines, that would preserve the viewsheds within most designated scenic corridors, views from several of the designated scenic corridors would be substantially damaged with 2035 General Plan buildout. In addition, future land uses could create new sources of substantial light or glare, which would adversely affect day or nighttime views in the city. The City's Municipal Code and design guidelines include lighting standards to reduce the creation of new sources of light and glare. However, new development, particularly within the Folsom Plan Area Specific Plan (FPASP) area, could still increase the amount of light and glare that would result in nighttime glow. Even with implementation of mitigation that includes a new policy and implementation plan to reduce nighttime lighting effects, new skyglow would be significant under the 2035 General Plan. Consequently, implementation of the 2035 Draft General Plan would result in a cumulatively considerable contribution to this significant cumulative impact.

¹ Because the City of Folsom is the water provider for the County-approved Glenborough and Easton projects within Planning Area 1, the future water demands of those two projects are assessed together with the future demands of buildout of the City of Folsom consistent with the 2035 General Plan.

AGRICULTURE AND FORESTRY RESOURCES

The geographic scope for cumulative effects to agricultural resources is the 2035 Plan Evaluation Area (City of Folsom) and Sacramento region. Urban development consistent with the SACOG Blueprint Preferred Scenario would result in the conversion of important agricultural soils to urban and suburban land uses, and result in other effects that could interfere with other agricultural resources and continuing agricultural operations. This would be a significant cumulative impact.

The environmental impact analysis of the 2035 General Plan presented in Chapter 7 of this Draft PEIR identified the following significant and unavoidable impact for agricultural resources:

- Potential conflicts with existing agricultural operations and Williamson Act Contracts adjacent to the 2035 Plan Evaluation Area.

Development of future land uses consistent with the 2035 General Plan would not result in the conversion of Important Farmland to nonagricultural uses. The majority of the city is located on land classified as Urban and Built-Up Land and Other Land (north of Highway 50) and Grazing Land (south of Highway 50) that is designated for urban development by the 2035 General Plan. In addition, there are no Williamson Act contracts within the City of Folsom. The only agricultural activities occurring within the city are those in parcels covered by the Agricultural Combining District overlay designation, which would not be modified with the proposed 2035 General Plan. However, implementation of the 2035 General Plan could conflict with existing Williamson Act provisions on adjacent lands, and could result in subsequent contract non-renewals through requests for general plan amendments and rezoning of lands south of White Rock Road in unincorporated Sacramento County. Consequently, implementation of the 2035 Draft General Plan would result in a cumulatively considerable contribution to this significant cumulative impact.

AIR RESOURCES

The geographic scope for cumulative effects to air quality is the Sacramento Valley Air Basin. The Sacramento County/Sacramento Metropolitan Area portion of the SVAB is currently in nonattainment for federal and state ozone, state PM₁₀, and federal PM_{2.5} standards. The SMAQMD's Air Quality Plans establish the projections of air quality that would result from development within the air basin, and set forth measures and strategies for attainment of federal air quality standards in the Air Basin. Air quality in the region does not meet state or federal standards for several air pollutants.

The environmental impact analysis of the 2035 General Plan presented in Chapter 8 of this Draft PEIR identified the following significant and unavoidable impacts to air quality:

- Increase in operational emissions of criteria air pollutants and precursors associated with 2035 General Plan buildout that could contribute to a violation of air quality standards
- Increase in health risks associated with exposure of sensitive receptors to emissions of toxic air contaminants
- Increase in exposure of sensitive receptors to emissions of odors

The proposed 2035 General Plan promotes the goals of the regional air quality plans to reach attainment of federal and state ozone and PM standards. Compliance with the 2035 General Plan policies, combined with ARB's construction equipment exhaust standards and SMAQMD Rules and

Regulations, would ensure that short-term construction emissions generated by buildout of the 2035 General Plan would be minimized to the maximum extent feasible.

Implementation of the 2035 General Plan would cause significant long-term criteria pollutant emissions. The cumulative effects from long-term criteria pollutants generated from implementation of the 2035 General Plan, combined with related projects, would result in a cumulatively considerable contribution to a significant and unavoidable cumulative impact.

Implementation of the 2035 General Plan would not result in concentrations of CO that would exceed or contribute to an exceedance of the California Ambient Air Quality Standards (CAAQS). Therefore, this cumulative impact would be less than significant.

Implementation of 2035 General Plan policies, existing regulations, and FPASP mitigation measures would lessen health-related risks associated with the use of off-road diesel powered equipment during construction activity in the 2035 Plan Evaluation Area. However, given that construction activity would occur on the FPASP area during buildout of the 2035 General Plan over the 18-year planning horizon, exposure to construction-generated TAC emissions would not necessarily be reduced to less-than-significant levels for sensitive receptors within the FPASP area or adjacent urbanized portions of El Dorado County. Therefore, the potential exposure of receptors to construction-generated TAC emissions would be considered to be significant. Similarly, implementation of the 2035 General Plan could result in the exposure of sensitive receptors to emissions of objectionable odors. While the proposed buildout of the General Plan would not result in major sources of odors, odorous emissions from construction equipment throughout buildout of the General Plan could affect a substantial number of people. Consequently, implementation of the 2035 General Plan would result in a cumulatively considerable contribution to these significant impacts.

BIOLOGICAL RESOURCES

The geographic scope for cumulative effects to biological resources is the City of Folsom and vicinity. Urban development consistent with the SACOG Blueprint Preferred Scenario would result in the loss or degradation of special status species, their habitats, and to other important biological resources due to the conversion of natural lands to urban and suburban land uses in the City and adjacent areas of Sacramento, El Dorado, and Placer counties. This would be a significant cumulative impact.

The environmental impact analysis presented in Chapter 9 of this Draft PEIR identified the following significant and unavoidable impacts to biological resources:

- Have a substantial adverse effect on special-status species.
- Have a substantial adverse effect on federally protected wetlands.

Biological resource impacts of the proposed project – including adverse effects on riparian habitat or other sensitive natural communities, and interference with the movement of migratory fish or wildlife species – would be considered less than significant levels with the protections provided by federal and state laws, local ordinances, standard construction specifications, proposed General Plan policies, and mitigation adopted as part of the FPASP EIR/EIS.

Despite the protections provided by the laws, regulations, local ordinances, adopted mitigation measures, and proposed 2035 General Plan policies, and the fact that the vast majority of lots in the north of Highway 50 have already been disturbed, the impacts of the 2035 General Plan on special-status species and wetlands and waters of the U.S. would be considered significant.

Therefore, implementation of the 2035 General Plan would make a cumulatively considerable contribution to this significant cumulative impact.

CULTURAL RESOURCES

Because impacts to cultural resources are isolated incidents that are project-specific, and generally do not contribute to a cumulative condition, the geographic scope for cumulative effects to cultural resources is the City of Folsom (2035 Plan Evaluation Area). The environmental impact analysis of the 2035 General Plan presented in Chapter 10 of this Draft PEIR identified the following significant and unavoidable impacts for cultural resources:

- Cause a substantial adverse change in the significance of a historical resource.
- Cause a substantial adverse change in the significance of an archaeological resource.

Although the Draft PEIR identified a potential significant impact to paleontological resources with implementation of the 2035 General Plan, mitigation measures identified in this Draft PEIR and for development in the FPASP area would limit potential impacts to paleontological resources in the 2035 Plan Evaluation Area. This would be a less-than-significant impact. In addition, existing federal, state, and City regulations, in conjunction with mitigation measures applicable to the FPASP, would ensure that development carried out under the proposed 2035 General Plan would have a less than significant impact from potential disturbance of human remains. Therefore, implementation of the 2035 General Plan would result in a less-than-significant cumulative effect for these impacts.

As described in Chapter 10, even with implementation of existing regulations, as well as existing mitigation measures and 2035 General Plan policies, the environmental processes of review would not prevent the demolition of all historic properties. Further, ground-disturbing work could still result in direct impacts to unknown archaeological resources, some of which would be considered “significant” under CEQA. Therefore, by definition, implementation of the 2035 General Plan would make a cumulatively considerable contribution to these significant cumulative impacts.

GEOLOGY, SOILS, AND MINERAL RESOURCES

The geographic scope for cumulative effects from geologic hazards is the City of Folsom (2035 Plan Evaluation Area), since geologic conditions are highly localized. The environmental impact analysis presented in Chapter 11 of this Draft PEIR identified the following significant and unavoidable impact for mineral resources with implementation of the 2035 General Plan:

- Result in the loss of availability of a locally-important mineral resource recovery site.

Future land uses consistent with the 2035 General Plan would expose additional people and structures to groundshaking, liquefaction, and earthquake-induced landslides as development occurs in hazard areas throughout the 2035 Plan Evaluation Area. Future development may also be constrained by unstable soils, including expansive or unstable soils; or landslides. However, implementation of federal, state, and local laws and regulations, along with policies and actions

within the 2035 General Plan, would reduce impacts related to soils and geology to a less-than-significant level. Because the geological hazard effects of the 2035 General Plan would be less than significant, implementation of the plan would not make a cumulatively considerable contribution to this less-than-significant cumulative effect.

However, construction of new development associated with the 2035 General Plan could result in loss of economically valuable mineral resources in the western edge of that portion of the 2035 Plan Evaluation Area south of Highway 50. Even with mitigation measures to identify if any resources are present, development of urban uses would cover potentially valuable resources, and they would no longer be available for mining. Consequently, implementation of the 2035 Draft General Plan would result in a cumulatively considerable contribution to a significant cumulative impact.

GLOBAL CLIMATE CHANGE

Climate change is considered a global cumulative issue due to the nature of associated environmental changes. Chapter 12 of this Draft PEIR describes the 2035 General Plan's contribution to global climate change that would occur with Plan implementation. Necessarily, this is an analysis of the 2035 General Plan project's contribution to this cumulative impact. The State of California has adopted plans to reduce statewide greenhouse gas emissions in an effort to reduce the state's proportional share of such emissions and the adverse effects of global warming.

The 2035 General Plan provides numerous policies that are either intended to reduce GHG emissions or that may have GHG reduction co-benefits. With implementation of the mitigation measures identified in this Draft PEIR, the proposed 2035 General Plan would contain a comprehensive strategy that achieves a communitywide GHG emission reduction target consistent with State targets (i.e., 40 percent below 1990 levels by 2030), and sets the City on course towards achieving ongoing GHG emission reductions in the future through the year 2050. Therefore, this cumulative impact would be less than significant. Further, the 2035 General Plan provides numerous policies that are intended to protect the City of Folsom and facilitate adaptation to changes in local conditions associated with climate change.

Despite all proposed mitigation and policies in place to continue to monitor and update the City's GHG Inventory and CAP, City of Folsom per capita emissions would not meet the long-term statewide emissions reduction goal of 2 MTCO₂e by 2050, established by EO S-3-05 and recommended by CARB in the 2017 Scoping Plan. No additional mitigation or information regarding future available technology advancements or future State plans for achieving post-2030 emission reductions is available at this time that can be further quantified. This impact would be significant, and implementation of the 2035 Draft General Plan would result in a cumulatively considerable contribution to this significant cumulative impact.

HAZARDS AND HAZARDOUS MATERIALS

The geographic scope for cumulative effects from hazards is the City of Folsom (2035 Plan Evaluation Area). Hazardous materials and other public health and safety issues are generally site-specific, and would not be significantly affected by other development in the region. The environmental impact analyses of the 2035 General Plan for hazards and public safety are presented in Chapter 13 of this Draft PEIR. No significant adverse effects were identified following implementation of 2035 General Plan goals and policies as amended by mitigation set forth in this Draft PEIR. Because hazards and hazardous materials impacts would occur on a project-specific

basis rather than cumulatively, implementation of the 2035 General Plan would not result in a cumulatively considerable contribution to a significant cumulative impact. The cumulative impact of implementing the 2035 General Plan would be less than significant.

HYDROLOGY AND WATER QUALITY

The geographic scope for cumulative effects to hydrology is the upper American River and the lower Cosumnes River watersheds. Urban development within these watersheds in El Dorado, Placer, and Sacramento counties could result in increases in the amount and timing stormwater runoff and a decrease in receiving water quality. Increased urban development in these areas could expose more residents to flood hazards. These would be significant cumulative impacts.

As set forth in the environmental impact analysis in Chapter 14 of this Draft PEIR, impacts to water quality and hydrology were determined to be less than significant with the protections provided by federal and state laws, local ordinances, proposed 2035 General Plan policies, and adopted mitigation measures. Implementation of the 2035 General Plan and development in the region may alter local drainage and runoff; however, these impacts are generally localized and would not affect the larger watersheds. Increased urbanization and associated traffic could result in additional impacts to water quality due to contaminated runoff, which could have a regional impact. Notwithstanding, compliance with Regional Water Quality Control Board regulations, such as applicable National Pollutant Discharge Elimination System permits and associated Best Management Practices, would minimize discharge of contaminated surface water as a result of development. Implementation of the 2035 General Plan could lead to the placement of housing in areas subject to a 1 percent flood, in violation of state policies. Mitigation identified in the Draft PEIR would extend additional protection from flood hazards consistent with state requirements to the 2035 Plan Evaluation Area, thereby reducing the 2035 General Plan's effect on flooding to a less-than-significant level. Therefore, the 2035 General Plan would not make a cumulatively considerable contribution to this significant cumulative water quality impact. The cumulative impact of implementing the 2035 General Plan would be less than significant.

NOISE AND VIBRATION

The geographic scope for cumulative effects to the noise environment is the City of Folsom region, including areas of El Dorado, Placer, and Sacramento counties in the immediate vicinity. Increased traffic and urban activities would result in increases in traffic noise on regional roadways, and increased urban noise levels as urban and suburban development expanded into formerly rural areas consistent with the SACOG Blueprint Preferred Scenario. This would be a significant cumulative impact.

The environmental impact analysis presented in Chapter 15 of this Draft PEIR identified the following significant and unavoidable impact due to noise:

- Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies; or a substantial permanent increase in ambient noise levels in the project vicinity above levels without the project.

The cumulative noise analysis of implementation of the Draft General Plan considers both short-term construction related noise and longer-term operational and traffic related noise. Short-term noise impacts are related to the noise generated by heavy equipment operating within the 2035 Plan

Evaluation Area. The City's Noise Ordinance contains specific standards applicable to short-term or temporary noise sources. Standard construction requirements also act to limit noise from construction operations. Adherence to and enforcement of the City's Noise Ordinance, standard construction requirements, and adopted mitigation measures would render this impact less than significant.

Significant traffic noise impacts at existing noise-sensitive areas associated with the growth of communities are generally very difficult to feasibly mitigate because some areas may already have noise barriers, or new noise barriers may be infeasible from a cost standpoint or ineffective because of openings in the barriers that are commonly required for roadway ingress and egress. Despite the implementation of noise abatement measures included in the 2035 General Plan and in this Draft PEIR, it is infeasible to ensure that existing sensitive uses would not be exposed to future noise levels exceeding the City's noise standards. No measures in addition to proposed 2035 General Plan policies and mitigation identified in this Draft PEIR are available to reduce the magnitude of this impact. Implementation of the 2035 General Plan would make a cumulatively considerable contribution to this significant cumulative effect.

PUBLIC SERVICES AND RECREATION RESOURCES

The geographic scope for cumulative effects to public services and recreation resources is the City of Folsom (2035 Plan Evaluation Area). Chapter 16 of this Draft PEIR assesses the cumulative, long-term impacts of increased urban development with implementation of the 2035 General Plan on police protection, fire protection, schools, parks, and other recreational facilities. No residual significant adverse effects were identified following implementation of 2035 General Plan goals and policies and mitigation measures identified in this Draft PEIR. While increased urban development under buildout conditions of the 2035 General Plan would result in increases in demand for public services and recreation resources, implementation of the 2035 General Plan goals and policies, and Draft PEIR mitigation measures would ensure that the provision of appropriately timed and sized services to serve new urban development would not result in adverse environmental effects beyond those described in Chapters 6-19 of this Draft PEIR. Because the public services and recreation resource effects of the 2035 General Plan would be less than significant, implementation of the Plan would not make a cumulatively considerable contribution to this less-than-significant cumulative effect.

TRANSPORTATION AND CIRCULATION

Traffic and roadway impacts assessed in Chapter 17 of this Draft PEIR resulting from implementation of the 2035 General Plan include the cumulative contribution expected from growth and changes to transportation infrastructure in the city and surrounding region. The environmental impact analysis identified the following significant and unavoidable impacts due to transportation issues:

- Traffic level of service on local intersections.
- Traffic level of service on US 50 freeway.

Implementation of the City's 2035 General Plan improvements would result in eight intersections operating at LOS E or F conditions. It is likely that the City Council could determine that the measures identified in Chapter 17 are undesirable due to cost, interference with alternative transportation modes, or adverse community effects at some or all of the eight affected locations. In

addition, implementation of the assumed freeway improvements for cumulative conditions would result in acceptable (LOS E or better) conditions on all portions of US 50 through the city. However, until Caltrans accepts the assumed improvements (or other effective alternative improvements) and adequate funding is identified, LOS F conditions could result on US 50. Because improvements may not be installed, and the City cannot be assured that Caltrans approval will be granted or that adequate funding will be identified and secured, this impact would remain significant and unavoidable. No measures in addition to proposed 2035 General Plan policies and mitigation identified in this Draft PEIR are available to reduce the magnitude of these cumulative impacts. Therefore, implementation of the 2035 General Plan would result in a cumulatively considerable contribution to this significant cumulative impact.

TRIBAL CULTURAL RESOURCES

The geographic scope for cumulative effects to tribal cultural resources is the ancestral homeland of the Nisenan. The Nisenan (also referred to as Southern Maidu) inhabited the 2035 Plan Evaluation Area prior to large-scale European and Euroamerican settlement of the surrounding area. Nisenan territory comprised the drainages of the Yuba, Bear, and American Rivers, and the lower drainages of the Feather River. Increased urban development and activities in these areas would increase the likelihood of damage to traditional cultural resources or interference with Native American cultural places. This would be a significant cumulative impact.

The environmental impact analysis presented in Chapter 18 of this Draft PEIR identified the following significant and unavoidable impact to tribal cultural resources:

- Interference with, or a substantial change in the significance of, tribal cultural resources

Despite the protections provided by the laws, regulations, and proposed 2035 General Plan policies, the impacts of the 2035 General Plan on tribal cultural resources would be considered significant. No measures in addition to proposed 2035 General Plan policies identified in this Draft PEIR are available to reduce the magnitude of this impact. Implementation of the 2035 General Plan would make a cumulatively considerable contribution to this significant cumulative effect.

UTILITIES AND SERVICE SYSTEMS

The geographic scope for cumulative effects to utilities and service systems is the City of Folsom and the service area of regional service providers. Utilities within the 2035 Plan Evaluation Area include wastewater, stormwater drainage, water supply, and solid waste disposal and recycling. No residual significant adverse effects were identified following implementation of 2035 General Plan goals and policies and mitigation measures identified in this Draft PEIR. While increased urban development under buildout conditions of the 2035 General Plan would result in increases in demand for utilities and service systems, implementation of the 2035 General Plan goals and policies, and Draft PEIR mitigation measures would ensure that the provision of appropriately timed and sized utilities to serve new urban development would not result in adverse environmental effects beyond those described in Chapters 6-19 of this Draft PEIR. Because the utility and service system effects of the 2035 General Plan would be less than significant, implementation of the Plan would not make a cumulatively considerable contribution to this less-than-significant cumulative effect.

21.2 GROWTH INDUCEMENT AND SECONDARY EFFECTS

CEQA Guidelines Section 15126.2(d) requires that an EIR identify any growth-inducing impacts that may result from a project. The CEQA Guidelines define a growth-inducing impact as:

...the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth... It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Induced growth as defined in this section of CEQA includes the direct employment, population, or housing growth of a project as well as the secondary or indirect growth accompanying direct growth. New employees from commercial development and new population from residential development represent direct growth, and induce additional economic activity in a given area from the increase in aggregate spending generated as purchases of goods and services. New employment also adds to the demand for local housing, although since all persons employed in a given community will not necessarily live in that community, this housing demand increase will tend to be less than the increase in employment. A project can induce growth by lowering or removing infrastructure barriers to growth, improving transportation access to an area, introducing a new use into an area, or by creating an amenity such as tourist-oriented facilities that attract new population or economic activity.

For an evaluation of the potential of the 2035 General Plan to result in growth inducement, see Chapter 4, *Land Use, Population, and Housing*, of this Draft PEIR.

Since this Draft PEIR programmatically evaluates the potential environmental effects of induced growth from implementation of the 2035 General Plan within the 2035 Plan Evaluation Area in Chapters 6 – 19 of this Draft PEIR, no additional evaluation is necessary.

21.3 ENERGY

CEQA Guidelines Appendix F describes the types of information and analyses related to energy conservation to be included in an EIR. Energy conservation is described in terms of decreased per capita energy consumption, decreased reliance on natural gas and oil, and increased reliance on renewable energy sources. To assure that energy implications are considered in project decisions, EIRs must include a discussion of the potentially significant energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

The Sacramento Municipal Utility District (SMUD) provides electric services in the City of Folsom. The Pacific Gas & Electric Company (PG&E) provides natural gas services within the city. The increased demand for these private utility services with buildout of the 2035 General Plan is discussed in Impact USS-6 in Chapter 19, *Utilities and Services Systems*. As stated in that chapter, the following summarizes service providers and anticipated infrastructure for 2035 General Plan buildout:

- The Sacramento Municipal Utility District (SMUD) would provide electrical service. All electrical lines under 69 kilovolts (kV) would be routed underground within the rights-of-way of streets in the FPASP. SMUD has indicated that backbone electrical improvements

necessary to support the FPASP area would include construction of three electric substations, at undefined locations (Folsom 2010).

- Natural gas service would be provided by Pacific Gas & Electric Company (PG&E), and would be routed underground within the rights-of-way of streets in the FPASP. One or more transmission pipelines and two natural gas regulator stations would be constructed in the FPASP area to serve buildout.

Impact USS-6 found that the construction of utility infrastructure to support future land uses consistent with the 2035 Draft General Plan would contribute to impacts identified in other impact areas. Future facilities construction plans would be subject to project-level CEQA analysis and mitigation, and environmental impacts from construction of facilities for electricity and natural gas were determined to be less than significant.

Greenhouse gas emissions from energy use are discussed in Chapter 12, *Global Climate Change* of this Draft PEIR. As discussed in that chapter, SMUD would continue to use more renewable power sources in coming years in response regulation, including California's commitment to generate a third of its power from renewable sources by 2020. The following regulations and programs are intended to increase energy efficiency:

- *Senate Bill X1-2, the California Renewable Energy Resources Act of 2011, and Senate Bill 350*. SB X1-2 of 2011 requires all California energy utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. In October 2015, SB 350 was signed by Governor Brown, which requires retail sellers and publicly-owned utilities to procure 50 percent of their electricity from renewable resources by 2030.
- *California Building Efficiency Standards of 2016 (Title 24, Part 6)*. Buildings in California are required to comply with California's Energy Efficiency Standards for Residential and Nonresidential Buildings established by CEC regarding energy conservation standards and found in Title 24, Part 6 of the California Code of Regulations. All buildings for which an application for a building permit is submitted on or after January 1, 2017 must follow the 2016 standards.
- *California Green Building Standards Code of 2016 (Title 24, Part 11)*. The CALGreen standards include design and construction measures for buildings that encourage sustainable construction practices in: planning and design (e.g. storm water prevention, bicycle parking); energy efficiency (mandatory standards to be published in the California Energy Code); water efficiency and conservation (e.g. water conserving fixtures, water reuse); material conservation and resource recovery (e.g. construction waste reduction, recycling); environmental quality (e.g. indoor air quality during construction, finish material pollutant control).
- *mPOWER PACE (Property Assessed Clean Energy)*. mPOWER Folsom is a PACE program that makes financing available to homeowners and property owners to install water and energy efficient improvements. The amount borrowed is added to the property tax bill and is repaid with annual property tax installments over 5, 10, 15, or 20 years. The allowable improvements include high efficiency windows and insulation; tankless water heaters, low

flow water devices and smart sprinklers; heating ventilation and air conditioning (HVAC) zone control systems, and even solar energy systems.

- *SMUD - Residential Energy Efficiency Rebate Program.* SMUD offers incentives for its residential customers to purchase and install energy efficient equipment and measures for the homes.

Local Laws and Regulations

Energy Code (FMC Chapter 14.19)

The California Energy Code, Part 6, as adopted by the City of Folsom, regulates the energy efficiency, manufacture, construction, and installation of appliances, systems, equipment, ventilation, and lighting within or used within buildings.

Green Building Standards Code (FMC Chapter 14.20)

The California Energy Code, Part 11, as adopted by the City of Folsom, requires a number of measures to reduce materials and resource use during the construction and operation of occupied and unoccupied buildings.

Proposed General Plan Goals and Policies

The following policies from the proposed 2035 General Plan address energy efficiency. Several policies in the 2035 General Plan address water efficiency, which indirectly influences energy use.

LAND USE ELEMENT

Policy LU 1.1.13 Sustainable Building Practices: Promote and, where appropriate, require sustainable building practices (e.g., LEED certification) that incorporate a “whole system” approach to designing and constructing buildings that consume less energy, water and other resources; facilitate natural ventilation; use daylight effectively; and, are healthy, safe, comfortable, and durable.

Policy LU 1.1.14 Promote Resiliency: Continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations to promote the issues of air quality, food availability, renewable energy systems, sustainable land use and the reduction of 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 LU 9.1.10 Renewable and Alternative Energy Generation Systems: Require the use of solar, wind, or other on-site renewable energy generation systems as part of the design of new planned developments.

MOBILITY ELEMENT

Policy M 4.1.8 Energy Efficiency: Use the most energy-efficient light fixtures and technology for all traffic signals, street lights, roads, intersections, and bicycle and pedestrian signals.

NATURAL AND CULTURAL RESOURCES ELEMENT

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.

PUBLIC FACILITIES AND SERVICES ELEMENT

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 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 3.1.12 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.

Goal PFS 8.1: Provide for the energy and telecommunications needs of Folsom and decrease dependence on nonrenewable energy sources through energy conservation, efficiency, and renewable resource strategies now and in the future.

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 8.1.6 Energy-Efficient Lighting: Reduce the energy required to light Folsom's parks and public facilities by employing energy-efficient lighting technology.

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.

ENVIRONMENTAL EFFECTS

The impact analysis evaluates whether buildout under the 2035 General Plan project could result in significant energy efficiency impacts.

In accordance with CEQA, this analysis considers impacts to be significant if implementation of a proposed action would directly or indirectly result in inefficient, wasteful, and unnecessary consumption of energy.

Impact EN-1 Inefficient, wasteful, or unnecessary consumption of energy with 2035 General Plan buildout	
Applicable Regulations	California Renewable Energy Resources Act, California Building Efficiency Standards, California Green Building Standards FMC Chapters 14.19 and 14.20.
Adopted Mitigation Measures	FPASP Mitigation Measure 3A.4-2a, Russell Ranch Mitigation Measure 3A.2-2.
Proposed GP Policies that Reduce Impacts	Policy LU 1.1.13 - 1.1.14, LU 6.1.3, LU 9.1.10, M 4.1.8, NCR 3.2.3, PFS 3.1.3, PFS 3.1.9 - 3.1.10, PFS 3.1.12, PFS 8.1.3 - 8.1.7.
Significance after Implementation of GP Policies	Significant; mitigation required.
Mitigation Measures	Implement Mitigation Measures GHG-1 through GHG-17.
Significance after Mitigation	Less than significant.

Buildout of the 2035 General Plan would increase energy consumption in the City of Folsom. While policies contained within the 2035 General Plan would promote smart energy use and efficiency, increased energy consumption associated with buildout of the General Plan could be considerable.

Energy use is increasing in the City of Folsom, and while buildout of the 2035 General Plan would generate additional demand for energy supplies and energy supply services, 2035 General Plan goals and policies would encourage energy efficiency and reduce energy use (see Table 21-2). A discussion for each policy and its implications for energy efficiency is also provided.

Table 21-2 Regulatory Requirements and Proposed 2035 General Plan Goals/Policies Related to Energy Efficiency	
Measure Identification	How the Regulation or Policy Avoids or Reduces Impact
FEDERAL REGULATIONS	
<i>None applicable</i>	--
STATE REGULATIONS	
<i>California Renewable Energy Resources Act of 2011, and Senate Bill 350</i>	Requires energy providers in California to achieve 33 percent renewable electricity generation portfolio by 2020, and 50 percent renewable electricity generation portfolio by 2030. Results in increased renewable electricity generation sources.
<i>California Building Efficiency Standards of 2016 (Title 24, Part 6)</i>	Sets energy efficiency standards for all new residential and nonresidential buildings constructed in California.
<i>California Green Building Standards Code of 2016 (Title 24, Part 11)</i>	Requires sustainable construction practices, including energy and water efficiency.

Table 21-2 Regulatory Requirements and Proposed 2035 General Plan Goals/Policies Related to Energy Efficiency

Measure Identification	How the Regulation or Policy Avoids or Reduces Impact
CITY AND REGIONAL REQUIREMENTS	
<i>FMC Chapter 14.19, Energy Code</i>	Sets energy efficiency standards for all new residential and nonresidential buildings constructed in Folsom.
<i>FMC Chapter 14.20, Green Building Standards Code</i>	Requires sustainable construction practices, including energy and water efficiency.
FOLSOM PLAN AREA SPECIFIC PLAN EIR/EIS	
<i>Mitigation Measure 3.A.4-2a</i>	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.
RUSSELL RANCH PROJECT EIR AND INITIAL STUDY	
<i>Mitigation Measure 3.A.2-2</i>	Requires compliance with an AQMP that was prepared for the FPASP and Russell Ranch projects that included numerous measures intended to improve air quality, including energy efficiency measures.
2035 GENERAL PLAN GOALS AND POLICIES	
<i>Policy LU 1.1.13 Sustainable Building Practices</i>	Improved building energy efficiency, improved water efficiency, and increasing the use of sustainable building materials and construction practices results in less energy use
<i>Policy LU 1.1.14: Promote Resiliency</i>	Encourages collaboration with nonprofit organizations, neighborhoods groups, and other community organizations to promote the issues of renewable energy systems, which would encourage actions to increase energy efficiency.
<i>Policy LU 6.1.3 Efficiency Through Density</i>	Supports higher density development patterns as a means to increase energy efficiency and conserve water.
<i>Policy LU 9.1.10 Renewable and Alternative Energy Generation Systems</i>	Requires increased renewable and alternative energy generation.
<i>Policy M 4.1.8 Energy Efficiency</i>	Using high-efficiency lighting technologies reduces energy consumption
<i>Policy NCR 3.2.3 Greenhouse Gas Reduction in New Development</i>	High energy efficient buildings result in less energy consumption and/or more renewable or alternative energy source.
<i>Policy PFS 3.1.3: Water Efficient Landscape Ordinance</i>	Reduced water consumption reduces energy use associated with the treatment and conveyance of water.
<i>Policy PFS 3.1.9 Water Conservation Programs</i>	Reduced water consumption reduces energy use associated with the treatment and conveyance of water.
<i>Policy PFS 3.1.10 Water Conservation Standards</i>	Reduced water consumption reduces energy use associated with the treatment and conveyance of water.
<i>Policy PFS 3.1.12 Non-Potable Water</i>	Using recycled water for landscaping can reduce water consumption and energy use associated with the treatment and conveyance of water.
<i>Policy PFS 8.1.3 Renewable Energy</i>	Promotes increased renewable and alternative energy generation.

Table 21-2 Regulatory Requirements and Proposed 2035 General Plan Goals/Policies Related to Energy Efficiency

Measure Identification	How the Regulation or Policy Avoids or Reduces Impact
<i>Policy PFS 8.1.4 Regional Energy Conservation</i>	Will promote the ongoing effort to seek new and additional programs or policies to reduce overall energy use for the City.
<i>Policy PFS 8.1.5 PACE Program</i>	Provides financial assistance for residents to participate in energy-saving programs, resulting in reduced building energy use.
<i>Policy PFS 8.1.6 Energy-Efficient Lighting</i>	Converting lights to more efficient technologies reduces energy consumption.
<i>Policy PFS 8.1.7 Energy Conservation in City Operations</i>	Strives to reduce the City’s facility energy use by 20 percent by installing energy efficiency upgrades in City facilities.

Source: Planning Partners 2018.

Continued implementation of the City’s Energy Code and Green Building Standards Code would reduce per capita energy use over time by requiring new construction to meet increasingly stringent energy efficiency standards, and by requiring the existing energy inefficient appliances and systems be replaced by equipment meeting current energy efficiency standards. Implementation of the cited 2035 General Plan policies also would require the efficient use of energy by: encouraging energy conservation, efficiency, and green design in new construction and existing buildings; and through the promotion of the utilization of alternative energy sources.

An AQMP was prepared for the FPASP that included numerous measures intended to improve air quality, which would also reduce building energy use. These measures only apply to the Folsom Plan Area Specific Plan and Russell Ranch projects.

As discussed above in Table 21-2, the 2035 General Plan provides numerous policies that are either intended to reduce energy use or may have energy reduction co-benefits. However, in some cases, specific quantifiable performance measures or implementation programs have not been identified. This impact would be considered significant and implementation of the following mitigation measures would be required.

Significance of Impact: Significant.

Mitigation Measure ENR-1:

Implement Mitigation Measures GHG-1 through GHG-17.

Environmental Effects of Measures: Implementation of Mitigation Measures GHG-1 through GHG-17 would result in new policies and regulations for reducing GHG emissions and associated energy use. Measures include creating new programs or funding sources, updating the municipal code, and revising overall GHG reduction targets for various sectors. Implementation of the measures would not result in an expansion of the area within the 2035 Plan Evaluation Area devoted to urbanized land uses, and would not act to increase the intensity of existing or planned land uses. These measures would not directly result in any increased construction activities or increases in energy use. No environmental effects would occur beyond those identified in this Draft PEIR.

Level of Significance After Mitigation: Less than significant.

With implementation of the identified mitigation measures, the proposed 2035 General Plan would contain a comprehensive strategy to reduce energy use. Implementation of the 2035 General Plan would result in measurable anticipated energy and fuel savings, and the City's policies and proposed mitigation measures would reduce inefficient, wasteful, and unnecessary use of energy. Therefore, buildout of the 2035 General Plan would have a less-than-significant impact associated with the inefficient use of fuel or energy.

21.4 EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potentially significant effects were found not to be significant or less than significant after mitigation as evaluated in this Draft PEIR:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use
- Conflict with existing zoning for agricultural use, or a Williamson Act Contract
- Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production
- Result in the loss of forest land or conversion of forest land to non-forest use
- Increase in construction-related emissions of criteria air pollutants and precursors associated with 2035 General Plan buildout
- Consistency with air quality planning efforts
- Increase in local mobile-source emissions of CO
- Have a substantial adverse effect on riparian habitat or other sensitive natural communities
- Interfere with the movement of migratory fish or wildlife species
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan
- Damage or destruction of previously unknown unique paleontological resources during construction-related activities
- Disturb interred human remains during construction
- Exposure of people or structures to risk from seismic hazards, including strong groundshaking and liquefaction
- Result in substantial soil erosion or topsoil loss from heightened exposure to wind or water erosion
- Potential geologic hazards related to unstable soils
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water
- Potential to conflict with an applicable plan, policy, or regulation adopted for reducing GHG emissions
- Climate change adaptation
- Exposure of people to hazards and hazardous materials during construction

- Routine transport, use, or disposal of hazardous materials or accidental release of hazardous materials
- Hazards to the public or environment from development at a known hazardous materials site identified pursuant to Government Code Section 65962.5
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area
- Violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality
- Substantially alter drainage patterns leading to erosion or siltation
- Alter the course of stream/river increasing runoff resulting in flooding
- Contribute runoff that exceeds stormwater drainage capacity or contributes additional polluted runoff
- Place housing or other structures within 100-year flood hazard area
- Expose people or structures to significant risk due to flooding
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level
- Inundation by seiche, tsunami, or mudflow
- A substantial temporary increase in ambient noise levels in the project vicinity above levels without the project
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposure of people residing or working in the area to excessive noise levels resulting from the proposed project
- Implementation of 2035 General Plan policies related to noise and vibration
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels
- For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels
- Physical impacts associated with the provision of new or altered governmental facilities
- Increased use of parks or other recreational facilities that would cause deterioration of these resources – City of Folsom facilities
- Require construction or expansion of recreational facilities that might have an adverse physical effect on the environment – City of Folsom facilities
- Require construction or expansion of recreational facilities that might have an adverse physical effect on the environment – state and regional facilities

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access
- Eliminate or adversely affect an existing bikeway, pedestrian facility, or transit facility in a way that would discourage its use
- Interfere with the implementation of a planned bikeway or planned pedestrian facility, or be in conflict with a future transit facility
- Result in unsafe conditions for bicyclists or pedestrians including conflicts with other modes
- Result in demands to transit facilities greater than available capacity
- Exceed Wastewater Treatment Requirements of the Central Valley Regional Water Quality Control Board
- Require the construction of new or expanded stormwater drainage facilities, the construction of which could cause significant environmental effects
- Increase the generation of wastewater, requiring new or expanded wastewater collection, conveyance, and treatment facilities
- Have sufficient water supplies available to serve development identified by the 2035 General Plan from existing water entitlements and resources
- Increase the generation of solid waste, resulting in a demand for additional landfill capacity
- Increased demand for private utility services
- Inefficient, wasteful or unnecessary consumption of energy
- Growth Inducement
- Irreversible Commitment of Resources
- Potential Environmental Damage from Accidents

The project's contribution to the following significant cumulative effects was found to be not cumulatively considerable with implementation of mitigation as evaluated in this Draft PEIR:

- Cumulative Hazards and Hazardous Materials impacts
- Cumulative Hydrology and Water Quality
- Cumulative Public Services and Recreation
- Cumulative Utilities and Service System impacts

21.5 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL EFFECTS

The significant unavoidable environmental effects of the proposed project are as follows:

- Adverse effect on a scenic vista or substantially degrade the scenic character
- Damage to scenic resources within a scenic corridor
- Create new source of light or glare that would adversely affect day or nighttime views
- Potential conflicts with existing agricultural operations and Williamson Act Contracts adjacent to the 2035 Plan Evaluation Area

- Increase in operational emissions of criteria air pollutants and precursors associated with 2035 General Plan buildout that could contribute to a violation of air quality standards
- Increase in health risks associated with exposure of sensitive receptors to emissions of toxic air contaminants
- Increase in exposure of sensitive receptors to emissions of odors
- Have a substantial adverse effect on special-status species
- Have a substantial adverse effect on federally protected wetlands
- Cause a substantial adverse change in the significance of a historical resource
- Cause a substantial adverse change in the significance of an archaeological resource
- Result in the loss of availability of a locally-important mineral resource recovery site
- Potential to conflict with long-term statewide GHG emissions reduction goals for 2050
- Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies; or a substantial permanent increase in ambient noise levels in the project vicinity above levels without the project
- Traffic level of service on local intersections
- Traffic level of service on U.S. 50 freeway
- Interference with, or a substantial change in the significance of, tribal cultural resources
- Cumulative Visual Resource impacts
- Cumulative Agricultural Resources impacts
- Cumulative Air Quality impacts
- Cumulative Biological Resources impacts
- Cumulative Cultural Resources impacts
- Cumulative Geological Resource impacts
- Cumulative Global Climate Change impacts
- Cumulative Noise impacts
- Cumulative Transportation impacts
- Cumulative Tribal Cultural Resources impacts
- Irreversible Environmental Changes

The City of Folsom is unable to mitigate any of these potentially significant adverse environmental impacts to a less-than-significant level; all of the adverse impacts of the proposed project identified above would remain significant and unavoidable.

21.6 SIGNIFICANT IRREVERSIBLE CHANGES

CEQA Guidelines Section 15126.2 requires the evaluation of significant irreversible environmental changes, stating that “uses of nonrenewable resources during the initial and continued phases of a proposed project may be irreversible since a large commitment of these resources makes removal or nonuse thereafter unlikely.” This section of the Draft PEIR evaluates whether the project would result in the irretrievable commitment of resources, or would cause irreversible changes in the environment. Also, this section identifies any irreversible damage that could result from environmental accidents associated with the proposed project.

21.6.1 IRREVERSIBLE COMMITMENT OF RESOURCES

Implementation of the proposed 2035 General Plan project would result in the construction and operation of urban development and supporting infrastructure. Implementation of the proposed 2035 General Plan would require both direct and indirect expenditures of energy. Indirect energy would be consumed by the use of construction materials for the project (e.g., energy resource exploration, power generation, mining and refining of raw materials into construction materials used, including placement). Direct energy impacts would result from the total fuel consumed in vehicle propulsion (e.g., construction vehicles, heavy equipment, and other vehicles using the facility). Additional energy resource demands would be used for heating and cooling of buildings, transportation of people and goods, as well as lighting and other associated energy needs.

Implementation of the proposed 2035 General Plan would contribute to the incremental depletion of resources, including renewable and non-renewable resources. Resources such as lumber and other forest products are generally considered renewable resources, and would be replenished over the lifetime of the project. For example, lumber supplies are increased as seedlings mature into trees. Therefore, the development of the project would not result in the irreversible commitment of renewable resources. Nevertheless, there would be an incremental increase in the demand for these resources over the life of the project.

Non-renewable resources such as natural gas, petroleum products, asphalt, petrochemical construction materials, steel, copper and other metals, and sand and gravel are considered to be commodities that are available in a finite supply. The processes that created these resources occur over a long period of time. Therefore, the replacement of these resources would not occur over the life of the project. To varying degrees, these materials are all readily available, and some materials, such as asphalt or sand and gravel, are abundant. Other commodities, such as metals, natural gas, and petroleum products, are also readily available, but they are finite in supply given the length of time required by the natural process to create them.

The demand for all such resources is expected to increase regardless of whether or not the 2035 Folsom General Plan is approved and implemented. As discussed in the cumulative evaluation and set forth in Table 20-1 (No Project-Existing General Plan Alternative), urban development and other organized activities in the City of Folsom are expected to increase both with and without approval and implementation of the 2035 General Plan. Therefore, if not consumed by implementing activities of the 2035 General Plan, these resources would likely be committed to development implementing the existing 1988 Folsom General Plan or other projects in other jurisdictions in the region intended to meet this anticipated increase in urban development. The investment of additional resources in 2035 General Plan implementation would be typical of the level of investment normally required for urbanization and development at the scale of the City of Folsom. Mitigation measures have been included in this Draft PEIR to reduce and minimize the impact to renewable and non-renewable resources where feasible.

21.6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES

Irreversible long-term environmental changes associated with the proposed project are evaluated in Chapters 4 to 19 of this Draft PEIR. These irreversible environmental changes would include the loss of scenic resources, loss of agricultural resources, an increase in air pollutant emissions and greenhouse gas emissions, loss or degradation of biological resources, loss of historical and archaeological resources, loss of mineral resources, and increases in traffic and noise levels among

other impacts. Policies in the 2035 General Plan and mitigation measures included in this Draft PEIR have been identified to minimize the effects of the environmental changes associated with the implementation of the 2035 General Plan. However, even with implementation of cited policies and adoption of all mitigation measures, the 2035 General Plan would result in significant and unavoidable impacts to as listed above in Section 21.5, *Significant Unavoidable Environmental Effects*.

21.6.3 POTENTIAL ENVIRONMENTAL DAMAGE FROM ACCIDENTS

Potential impacts and irreversible damage that could result from environmental accidents associated with the project have been previously evaluated in Chapter 13, *Hazards and Hazardous Materials*, of this Draft PEIR. The 2035 General Plan proposes no uniquely hazardous uses, and its implementation would not be expected to cause environmental accidents that would affect other areas.