

# **RUSSELL RANCH PROJECT**

## **DRAFT ENVIRONMENTAL IMPACT REPORT**

**VOLUME I OF III**

SCH # 2014062018

PREPARED FOR  
**THE CITY OF FOLSOM**



DECEMBER 2014

PREPARED BY



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# **Draft Environmental Impact Report Russell Ranch Project**

SCH# 2014062018

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December 2014



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## ACRONYMS AND ABBREVIATIONS

### **#**

|                          |                            |
|--------------------------|----------------------------|
| $\mu\text{g}/\text{m}^3$ | micrograms per cubic meter |
| $^{\circ}\text{F}$       | degrees Fahrenheit         |

### **A**

|               |  |
|---------------|--|
| AAQS          | ambient air quality standards                    |
| AB            | Assembly Bill                                    |
| ACHP          | Advisory Council on Historic Preservation        |
| ADAM          | Aerometric Data Analysis and Management          |
| ADWF          | average dry weather flow                         |
| AF            | acre-feet per year                               |
| AMS           | American Meteorological Society                  |
| APE           | Area of Potential Effects                        |
| APN           | Assessor's Parcel Number                         |
| AQAP          | Air Quality Attainment Plan                      |
| ARDA          | First Amended and Restated Development Agreement |
| Asbestos ATCM | Asbestos Airborne Toxic Control Measure          |
| AT&T          | American Telephone & Telegraph                   |

### **B**

|            |   |
|------------|---|
| Basin Plan | Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin |
| BAU        | business as usual   |
| Blueprint  | SACOG Preferred Blueprint Scenario  |
| BLM        | Bureau of Land Management   |
| BMP        | best management practice  |
| BO         | Biological Opinion  |
| BP         | before the present  |

### **C**

|                                 |  |
|---------------------------------|--|
| $\text{C}_2\text{F}_6$          | hexaflouroethane                           |
| $\text{C}_2\text{H}_3\text{Cl}$ | vinyl chloride                             |
| CAA                             | Federal Clean Air Act                      |
| CAAQS                           | California Ambient Air Quality Standards   |
| CadnaA                          | Computer Aided Noise Abatement             |
| Cal-EPA                         | California Environmental Protection Agency |

|                 |  |
|-----------------|--|
| CalEEMod        | California Emissions Estimator Model                     |
| CAL Green Code  | California Green Building Standards Code                 |
| Cal-OSHA        | California Occupational Safety and Health Administration |
| Caltrans        | California Department of Transportation                  |
| CAPS            | Citizens Assisting Public Safety                         |
| CARB            | California Air Resources Board                           |
| CAT             | Climate Act Team   |
| CBSC            | California Building Standards Commission                 |
| CBC             | California Building Code                                 |
| CCAA            | California Clean Air Act                                 |
| CCR             | California Code of Regulations                           |
| CDFW            | California Department of Fish and Wildlife               |
| CDNC            | California Digital Newspaper Collection                  |
| CEC             | California Energy Commission                             |
| CEQA            | California Environmental Quality Act                     |
| CESA            | California Endangered Species Act                        |
| CF <sub>4</sub> | tetrafluoromethane                                       |
| CFC             | chlorofluorocarbon                                       |
| CFD             | Community Facility District                              |
| CFR             | Code of Federal Regulations                              |
| CH <sub>4</sub> | methane  |
| CHRIS           | California Historical Resource Information System        |
| CIP             | Capital Improvement Plan                                 |
| CNDDB           | California Natural Diversity Database                    |
| CNEL            | Community Noise Equivalent Level                         |
| CNPS            | California Native Plant Society                          |
| CO              | carbon monoxide  |
| CO <sub>2</sub> | carbon dioxide   |
| CPTED           | Crime Prevention Through Environmental Design            |
| CPUC            | California Public Utilities Commission                   |
| CRHR            | California Register of Historical Resources              |
| CRPR            | California Rare Plant Ranks                              |
| CTR             | California Toxics Rule                                   |
| CVRWQCB         | Central Valley Regional Water Quality Control Board      |
| CWA             | Federal Clean Water Act                                  |

## **D**

|       |                                    |
|-------|------------------------------------|
| dB    | decibel                            |
| dBA   | A-weighted decibel                 |
| DPM   | diesel particulate matter          |
| DPR   | Department of Parks and Recreation |
| du/ac | dwelling units per acre            |

**E**

|       |                                 |
|-------|---------------------------------|
| EB    | eastbound                       |
| EDHFD | El Dorado Hills Fire Department |
| EID   | El Dorado Irrigation District   |
| EIR   | Environmental Impact Report     |
| EIS   | Environmental Impact Statement  |

**F**

|       |  |
|-------|--|
| FAPA  | First Amended Programmatic Agreement   |
| FCUSD | Folsom Cordova Unified School District |
| FEMA  | Federal Emergency Management Agency    |
| FERC  | Federal Energy Regulatory Commission   |
| FESA  | Federal Endangered Species Act         |
| FFD   | Folsom Fire Department                 |
| FHWA  | Federal Highway Administration         |
| FICON | Federal Interagency Committee on Noise |
| FIRM  | Flood Insurance Rate Map               |
| FMC   | Folsom Municipal Code                  |
| FPASP | Folsom Plan Area Specific Plan         |
| FPD   | Folsom Police Department               |

**G**

|       |                                      |
|-------|--------------------------------------|
| GA-80 | General Agriculture (80 acres)       |
| GC    | General Commercial                   |
| GET   | Groundwater Extraction and Treatment |
| GHG   | greenhouse gas                       |
| GLO   | General Land Office                  |
| GPD   | gallons per day                      |
| GWP   | Global Warming Potential             |

**H**

|                  |   |
|------------------|---|
| H <sub>2</sub> S | hydrogen sulfide  |
| HAER             | Historic American Engineering Record  |
| Handbook         | California Air Resource Board's Air Quality and Land Use Handbook: A Community Health Perspective |
| HCM              | Highway Capacity Manual   |
| HCP              | Habitat Conservation Plan   |
| HHW              | household hazardous waste   |
| HMGP             | Hazard Mitigation Grant Program   |
| HOV              | high-occupancy vehicle  |
| hp               | horsepower  |
| HPTP             | historic property treatment plan  |

|     |  |
|-----|--|
| HUD | U.S. Department of Housing and Urban Development |
| Hz  | Hertz  |

## **I**

|               |   |
|---------------|---|
| I             | Interstate                                  |
| in/sec p.p.v. | peak particle velocity in inches per second |
| IND           | Industrial/Office Park                      |
| ISO           | International Standards Organization        |
| ITE           | Institute of Transportation Engineers       |

## **J**

|     |                        |
|-----|------------------------|
| JPA | Joint Powers Authority |
|-----|------------------------|

## **K**

|    |          |
|----|----------|
| kV | kilovolt |
|----|----------|

## **L**

|                  |  |
|------------------|--|
| L <sub>50</sub>  | median sound level exceeded 50 percent of the time during the interval |
| LAFCo            | Local Agency Formation Commission                                      |
| lbs/day          | pounds per day   |
| LCFS             | Low Carbon Fuel Standard   |
| L <sub>dn</sub>  | day/night average sound level  |
| LEED-NC          | Leadership in Energy & Environmental Design – New Construction         |
| L <sub>eq</sub>  | average, or equivalent, sound level                                    |
| LID              | low impact development   |
| L <sub>max</sub> | highest noise level measured during the interval                       |
| LOS              | level of service   |

## **M**

|      |                                       |
|------|---------------------------------------|
| MBTA | Migratory Bird Treaty Act             |
| MCL  | Maximum Containment Level             |
| MGD  | million gallons per day               |
| MLD  | Multi-Family Low Density              |
| MMD  | Multi-Family Medium Density           |
| MMP  | mitigation and monitoring plan        |
| MND  | Mitigated Negative Declaration        |
| mph  | miles per hour                        |
| MPO  | metropolitan planning organization    |
| MS4  | Municipal Separate Storm Sewer System |

|                    |   |
|--------------------|---|
| MTCO <sub>2e</sub> | metric tons of carbon dioxide equivalent        |
| MTIP               | Metropolitan Transportation Improvement Program |
| MTP                | Metropolitan Transportation Plan                |

## **N**

|                  |   |
|------------------|---|
| N <sub>2</sub> O | nitrous oxide                                   |
| NAAQS            | National Ambient Air Quality Standards          |
| NAHC             | Native American Heritage Commission             |
| NCCP             | Natural Community Conservation Plan             |
| NCIC             | North Central Information Center                |
| NCMWC            | Natomas Central Mutual Water Company            |
| NEPA             | National Environmental Protection Act           |
| NHPA             | National Historic Preservation Act              |
| NO <sub>2</sub>  | nitrogen dioxide                                |
| NOA              | naturally occurring asbestos                    |
| NOAA             | National Oceanic Atmospheric Administration     |
| NOP              | Notice of Preparation                           |
| NOT              | Notice of Termination                           |
| NO <sub>x</sub>  | oxides of nitrogen                              |
| NPDES            | National Pollutant Discharge Elimination System |
| NPS              | National Park Service                           |
| NRHP             | National Register of Historic Places            |
| NTMP             | Neighborhood Traffic Management Program         |

## **O**

|                |  |
|----------------|--|
| O <sub>3</sub> | ozone                                      |
| OAQMP          | Operational Air Quality Mitigation Plan    |
| OES            | Office of Emergency Services               |
| OHP            | California Office of Historic Preservation |
| OHWM           | ordinary high water mark                   |
| OPR            | Office of Planning and Research            |
| OS             | Open Space                                 |

## **P**

|        |                                  |
|--------|----------------------------------|
| P      | Parks                            |
| P-QP   | Public/Quasi-Public              |
| PA     | Programmatic Agreement           |
| PAM    | Patrol Allocation Modeling       |
| Pb     | Lead                             |
| pcplpm | passenger cars per lane per mile |
| PD     | Planned Development              |
| PDR    | Project Drainage Report          |
| PFFP   | Public Facilities Financing Plan |

|                   |                                |
|-------------------|--------------------------------|
| PG&E              | Pacific Gas & Electric Company |
| PM <sub>2.5</sub> | fine particulate matter        |
| PM <sub>10</sub>  | respirable particulate matter  |
| ppb               | parts per billion              |
| ppd               | pounds per day                 |
| ppm               | parts per million              |
| PRC               | Public Resources Code          |
| PUB               | Public                         |
| PVC               | polyvinyl chloride             |

## **R**

|       |   |
|-------|---|
| RACM  | reasonably available control measures   |
| RACT  | reasonably available control technology |
| RD    | Reclamation District                    |
| RHNA  | Regional Housing Needs Allocation       |
| ROG   | reactive organic gas                    |
| ROW   | right-of-way                            |
| RPS   | Renewable Portfolio Standard            |
| RT    | Regional Transit                        |
| RTP   | Regional Transportation Plan            |
| RWQCB | Regional Water Quality Control Board    |

## **S**

|                 |   |
|-----------------|---|
| SACOG           | Sacramento Area Council of Governments                  |
| SAFCA           | Sacramento Area Flood Control Agency                    |
| SB              | Senate Bill   |
| SCH             | State Clearinghouse                                     |
| SCS             | Sustainable Communities Strategy                        |
| SDIP            | Service Delivery Improvement Plan                       |
| SDP             | Service Delivery Plan                                   |
| SDWA            | Safe Drinking Water Act                                 |
| SEL             | Sound Exposure Level                                    |
| SEMS            | Standardized Emergency Management System                |
| SF              | Single Family   |
| SF <sub>6</sub> | sulfur hexafluoride                                     |
| SFHD            | Single-Family High Density                              |
| SFNA            | Sacramento Federal Nonattainment Area                   |
| SHPO            | State Historic Preservation Officer                     |
| SIP             | State Implementation Plan                               |
| SMAQMD          | Sacramento Metropolitan Air Quality Management District |
| SMP             | Sewer Master Plan                                       |
| SMUD            | Sacramento Municipal Utility District                   |
| SNPWT           | Sydney N. Peterson Water Treatment Plant                |
| SO <sub>2</sub> | sulfur dioxide  |

|                               |  |
|-------------------------------|--|
| SO <sub>4</sub> <sup>2-</sup> | sulfates                                       |
| SOR                           | Systems Optimization Review                    |
| SP-GC                         | Specific Plan – General Commercial             |
| SP-MMD                        | Specific Plan – Multi-Family Medium Density    |
| SP-OS                         | Specific Plan – Open Space                     |
| SP-P                          | Specific Plan – Park                           |
| SP-P-QP                       | Specific Plan – Public/Quasi-Public            |
| SP-SF                         | Specific Plan – Single Family                  |
| SPIF                          | Specific Plan Infrastructure Fee               |
| SPTC                          | Sacramento-Placerville Transportation Corridor |
| SQIP                          | Stormwater Quality Improvement Plan            |
| SRA                           | State Recreation Area                          |
| SRCSD                         | Sacramento Regional County Sanitation District |
| SRWWTP                        | Sacramento Regional Wastewater Treatment Plant |
| SSHCP                         | South Sacramento Habitat Conservation Plan     |
| STC                           | sound transmission class                       |
| SVAB                          | Sacramento Valley Air Basin                    |
| SWAT                          | Special Weapons and Tactics                    |
| SWPPP                         | Storm Water Pollution Prevention Plan          |
| SWRCB                         | State Water Resources Control Board            |

## **I**

|      |                                       |
|------|---------------------------------------|
| T1DA | Tier 1 Development Agreement          |
| TAC  | Toxic Air Contaminant                 |
| TAZ  | traffic analysis zone                 |
| TDM  | travel demand model                   |
| TIS  | Transportation Impact Study           |
| TMA  | Transportation Management Association |
| TMP  | Traffic Management Plan               |
| TOD  | transit-oriented development          |

## **U**

|       |   |
|-------|---|
| UBC   | Uniform Building Code                           |
| UCMP  | University of California Museum of Paleontology |
| UFP   | ultrafine particle                              |
| US 50 | U.S. Highway 50                                 |
| USACE | U.S. Army Corps of Engineers                    |
| USEPA | U.S. Environmental Protection Agency            |
| USFWS | U.S. Fish and Wildlife Service                  |
| USGS  | U.S. Geological Survey                          |
| UWMP  | Urban Water Management Plan                     |



**V**

|           |                           |
|-----------|---------------------------|
| v/c ratio | volume-to-capacity ratio  |
| VCM       | vinyl chloride            |
| VMT       | vehicle miles travelled   |
| VOC       | volatile organic compound |

**W**

|      |                            |
|------|----------------------------|
| WB   | westbound                  |
| WSA  | Water Supply Assessment    |
| WMP  | Water Master Plan          |
| WTP  | water treatment plant      |
| WWTP | wastewater treatment plant |

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## 1. INTRODUCTION

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**1**

**INTRODUCTION**

**1.1 INTRODUCTION**

The Russell Ranch Project (proposed project) Draft Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act of 1970, Pub. Res. Code § 21000 et seq., as amended (CEQA) and the Guidelines for Implementation of the California Environmental Quality Act, Cal. Code Regs. Title 14, § 15000 et seq. (CEQA Guidelines). The City of Folsom is the lead agency for the environmental review of the proposed project evaluated herein and has the principal responsibility for approving the project. As required by Section 15121 of the CEQA Guidelines, this EIR will (a) inform public agency decision-makers, and the public generally, of the significant environmental effects of the project, (b) identify possible ways to minimize the significant adverse environmental effects, and (c) describe reasonable project alternatives. The public agency shall consider the information in the EIR along with other information that may be presented to the agency.

**1.2 BACKGROUND**

The proposed project is part of the approved Folsom Plan Area Specific Plan (FPASP), which is a comprehensively planned community that proposes new development based upon principles of “Smart Growth” and Transit Oriented Development. The FPASP area is generally bounded by Prairie City Road on the west, Highway 50 (US 50) on the north, and White Rock Road on the south. The Sacramento County/El Dorado County boundary is located near the site to the east. The FPASP includes 10,210 residential units at various densities on a total of 1,477.2 acres; 362.8 acres designated for commercial and industrial use, including a regional shopping center; public/quasi-public uses; elementary, middle, and high schools on 179.3 acres; 121.7 acres of community and neighborhood parks; stormwater detention basins; 1,053.1 acres of open-space areas and open-space preserves; and major roads with landscaping. The Russell Ranch project site was included in the FPASP as a mixed use development including 1,119 residential units, 380,061 square feet of commercial, an elementary school, and approximately 105 acres of open space and parks.

As required by CEQA and the National Environmental Protection Act (NEPA), a joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared to analyze the potential environmental impacts of the FPASP. The Folsom South of U.S. 50 Specific Plan Project EIR/EIS (FPASP EIR/EIS) evaluated the FPASP at a programmatic level with some impact areas including additional detailed analysis, where applicable. The FPASP EIR/EIS was certified and the FPASP approved by the City Council on June 14, 2011. Thus, the FPA was subsequently annexed to the City of Folsom.

### **1.3 PROJECT DESCRIPTION**

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This section provides an overview of the project location and components. For additional project description details, please refer to Chapter 3, Project Description, of this EIR.

#### **Project Location**

The proposed project would be located within the City of Folsom, which is within Sacramento County, California. The project site is in the southeastern section of the City of Folsom, on the southern side of US 50, near the Sacramento County/El Dorado County boundary to the east. The project site is within the eastern portion of the Hillside District of the FPASP, bounded by US 50 to the north, White Rock Road to the South, and Placerville Road and the Sacramento-Placerville Transportation Corridor (SPTC) tracks to the west.

The required off-site water infrastructure improvement needed to serve the proposed project would extend from the project site north to the intersection of East Bidwell and Iron Point Road. The off-site sewer infrastructure improvement needed to serve the proposed project would extend from the project site west and head north under US 50 near Prairie City Road. In addition, off-site roadways would be extended from Placerville Road west to Scott Road.

#### **Project Components**

The proposed project consists of a 429.7-acre Planned Development, including the development of approximately 875 residential units on 216.9 acres, 164 acres of parks and open space, 14.3 acres of public/quasi-public uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over three phases of development. The project includes both Large-Lot and Small-Lot Vesting Tentative Subdivision Maps. The Large-Lot Subdivision Map would subdivide the 429.7-acre site into 34 lots by use and the Small-Lot Subdivision Map would further subdivide the Large-Lot into smaller individual residential lots. Because the proposed project is located on an undeveloped hillside, grading will be required within each of the three phases of development.

### **1.4 PURPOSE OF THE EIR**

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As provided in CEQA Guidelines Section 15021, public agencies are charged with the duty to avoid or minimize environmental damage where feasible. The public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

CEQA requires the preparation of an EIR prior to approving any project that may have a significant effect on the environment. For the purposes of CEQA, the term *project* refers to the whole of an action that has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the proposed project, the City has determined that the proposed development is a project that has the potential for resulting in significant environmental effects within the definition of CEQA.

The EIR is an informational document that appraises decision makers and the general public of the potential significant environmental effects of a proposed project. An EIR must describe a reasonable range of potentially feasible alternatives to the project and identify feasible measures to minimize any significant effects. The lead agency, which is the City of Folsom for this project, is required to consider the information in the EIR in deciding whether to approve or deny the application. The basic requirements for an EIR include discussions of the environmental setting, environmental impacts, mitigation measures, alternatives, growth inducing impacts, and cumulative impacts.

## **1.5 EIR PROCESS**

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The EIR process begins with the decision by the lead agency to prepare an EIR, either during a preliminary review of a project or at the conclusion of an Initial Study. Once the decision is made to prepare an EIR, the lead agency sends a Notice of Preparation (NOP) to appropriate government agencies and, when required, to the State Clearinghouse (SCH) in the Office of Planning and Research (OPR), which will ensure that responsible and trustee State agencies reply within the required time. The SCH assigns an identification number to the project, which then becomes the identification number for all subsequent environmental documents on the project. Commenting agencies have 30 days to respond to the NOP and provide information regarding alternatives and mitigation measures they wish to have explored in the EIR and to provide notification regarding whether the agency will be a responsible agency or a trustee agency for the project. An NOP (see Appendix A) was prepared for the proposed project and was circulated from June 6, 2014 to July 7, 2014. A public scoping meeting was held on June 19, 2014 for the purpose of informing the public and receiving comments on the scope of the environmental analysis to be prepared for the proposed project. See Section 1.7 below for a summary of comments received on the NOP.

As soon as the Draft EIR is completed, a notice of completion will be filed with the SCH and a public notice of availability will be published to inform interested parties that a Draft EIR is available for agency and public review. In addition, the notice provides information regarding the location of copies of the Draft EIR available for public review and any public meetings or hearings that are scheduled. The Draft EIR will be circulated for a period of 45 days, during which time reviewers may make comments. The lead agency must respond to comments in writing, describing the disposition of any significant environmental issues raised and explaining in detail the reasons for not accepting any specific comments concerning major environmental issues. If significant new information, as defined in CEQA Guidelines Section 15088.5, is added to an EIR after public notice of availability is given but before certification of the EIR, the revised EIR or affected chapters must be recirculated for an additional public review period with related comments and responses.

A Final EIR will be prepared, containing the Draft EIR or a revision thereof as well as comments and responses to comments on the Draft EIR. Before approving a project, the lead agency shall certify that the Final EIR has been completed in compliance with CEQA, and that the Final EIR has been presented to the decision-making body of the lead agency, which has reviewed and considered the EIR. The lead agency shall also certify that the Final EIR reflects the lead agency's independent judgment and analysis.

The findings prepared by the lead agency must be based on substantial evidence in the administrative record and must include an explanation that bridges the gap between evidence in the record and the conclusions required by CEQA. If the decision-making body elects to proceed with a project that would have unavoidable significant impacts, then a Statement of Overriding Considerations explaining the decision to balance the benefits of the project against unavoidable environmental impacts must be prepared.

## 1.6 SCOPE OF THE EIR

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This EIR constitutes a project-level analysis, and pursuant to CEQA Guidelines Section 15161, covers “all phases of the project including planning, construction, and operation.” State CEQA Guidelines Section 15126.2(a) states, in pertinent part:

An EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced.

Pursuant to these guidelines, the scope of this EIR addresses specific issues and concerns identified as potentially significant in the NOP prepared for the proposed project (see Appendix A). The City determined that the following issues will be addressed in the EIR:

- Aesthetics;
- Air Quality and Climate Change;
- Biological Resources;
- Cultural Resources;
- Land Use and Planning;
- Noise;
- Public Services, Utilities, and Hydrology; and
- Transportation, Traffic, and Circulation.

The evaluation of effects is presented on a resource-by-resource basis in Chapters 4.1 through 4.8 of the EIR. Each technical chapter is divided into four sections: Introduction, Existing Environmental Setting, Regulatory Setting, and Impacts and Mitigation Measures.

Impacts that are determined to be significant in Chapter 4, and for which feasible mitigation measures are not available to reduce those impacts to a less-than-significant level, are identified as *significant and unavoidable*. Chapter 5 of the EIR presents a discussion and comprehensive list of all significant and unavoidable impacts identified in Chapter 4.

Although this is a project-level EIR, certain mitigation measures from the following environmental documents that have been certified by the Folsom City Council or have been released for public review, with approval anticipated prior to public hearings on this EIR, apply to the proposed project:

1. FPASP EIR/EIS, certified by the Folsom City Council on June 14, 2011, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2<sup>nd</sup> floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday). A copy is also available for download from the City's website at:

<http://www.folsom.ca.us/agendas/MG123784/AS123792/AI124381/Documents.htm>;

2. Addendum to the FPASP EIR/EIS for Purposes of Analyzing an Alternative Water Supply for the Project (Addendum to the FPASP EIR/EIS), certified by the Folsom City Council on December 11, 2012, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2<sup>nd</sup> floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday). A copy is also available for download from the City's website at:

<http://www.folsom.ca.us/agendas/MG123784/AS123792/AI124381/Documents.htm>; and

3. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), dated December 2014, which was released for public review and comment on December 10, 2014, and is anticipated to be considered by the City Council for approval prior to public hearings on the proposed project entitlements and this EIR.

Each of the environmental documents listed above includes mitigation measures imposed on the FSASP to mitigate plan-level environmental impacts, which are, therefore, applicable to the proposed project. The mitigation measures are referenced specifically throughout this EIR and are incorporated by reference in the environmental analysis. Appendix J to this EIR, FPASP Mitigation Analysis, identifies the specific mitigation measures that apply at the plan-level and that shall continue to be applicable to the proposed project, along with the specific reference to the source of the mitigation measure. This EIR does not alter, modify, or withdraw any of those mitigation measures, and the Applicant will agree, as part of the conditions of approval for the proposed project, to comply with each of those mitigation measures. Moreover, for those mitigation measures with a financial component that applies plan-wide, the approved Public Facilities Financing Plan and Amended and Restated Development Agreement bind the Applicant to a fair share contribution for funding those mitigation measures.

Sections 4.0.3 and 4.0.4 of this EIR identify in detail, and with reference to the Initial Study, those environmental issues that were deemed potentially significant and which are evaluated in detail in this EIR, and those which were deemed less than significant, based upon the identified existing plan-level mitigation measures that remain applicable to the proposed project.

## 1.7 COMMENTS RECEIVED ON THE NOP

The City of Folsom received seven comment letters (see Appendix B) and two verbal comments during the open comment period on the NOP for the proposed project. The letters were authored by the following representatives of State, regional, and local agencies:

- Atwal, Kamal – Sacramento County Department of Transportation;
- Bartlett, Tina – California Department of Fish and Wildlife;
- Cleak, Trevor – Central Valley Regional Water Quality Control Board;
- Hettinger, Loretta – Heritage Preservation League;
- Holm, Chris – WALKS Sacramento;
- Lang, Jordan – Sacramento Area Bicycle Advocates; and
- Maertz, Ron – Environmental Council of Sacramento.

The following list, categorized by issue, summarizes the concerns:

|   |  |
|---|--|
| <b><u>Biological Resources</u></b><br>(c.f. Chapter 4.3)                      | Concerns related to: <ul style="list-style-type: none"> <li>• The presence of listed rare, threatened, or endangered and special status species.</li> <li>• Potential impacts to wildlife habitat.</li> </ul>  |
| <b><u>Cultural Resources</u></b><br>(c.f. Chapter 4.4)                        | Concerns related to: <ul style="list-style-type: none"> <li>• Potential impacts on historical and prehistorical resources related to the nearby railroad line.</li> </ul>  |
| <b><u>Land Use and Planning</u></b><br>(c.f. Chapter 4.5)                     | Concerns related to: <ul style="list-style-type: none"> <li>• Potential growth-inducing impacts.</li> </ul>  |
| <b><u>Public Services, Utilities, and Hydrology</u></b><br>(c.f. Chapter 4.7) | Concerns related to: <ul style="list-style-type: none"> <li>• Surface water runoff and impacts to drainage facilities and water quality.</li> <li>• Potential impacts on City surface water supplies.</li> </ul>   |
| <b><u>Transportation, Traffic, and Circulation</u></b><br>(c.f. Chapter 4.8)  | Concerns related to: <ul style="list-style-type: none"> <li>• Street and sidewalk design.</li> <li>• Potential impacts to bicycle and pedestrian safety and mobility.</li> <li>• Individual and cumulative potential impacts to roadway intersections.</li> <li>• Potential impacts related to the Capital SouthEast Connector project on segments of White Rock Road and Grant Line Road.</li> <li>• Cumulative scenario which includes four Jackson corridor development projects, Cordova Hills, Kiefer Landfill Special Planning Area, three mining projects in east Sacramento County, and Easton.</li> </ul> |



All of these issues are addressed in this EIR, in the relevant chapters identified in the first column.

## **1.8 ORGANIZATION OF THE EIR**

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The EIR for the proposed project is organized into the following chapters:

### **Chapter 1 – Introduction**

Provides an introduction and overview describing the intended use of the EIR and the review and certification process, as well as summaries of the chapters included in the EIR and summaries of the issues and concerns received from the public and public agencies during the NOP review period.

### **Chapter 2 – Executive Summary**

Summarizes the elements of the project and the environmental impacts that would result from implementation of the proposed project, describes proposed mitigation measures, and indicates the level of significance of impacts after mitigation. Acknowledges alternatives that could reduce or avoid significant impacts.

### **Chapter 3 – Project Description**

Provides a detailed description of the proposed project, including the project's location, background information, major objectives, and technical characteristics.

### **Chapter 4 – Existing Environmental Setting, Impacts, and Mitigation**

Contains a project-level and cumulative analysis of environmental issue areas associated with the proposed project. Each environmental issue chapter contains an introduction and description of the project setting, identifies impacts, and recommends appropriate mitigation measures, if needed.

### **Chapter 5 – Statutorily Required Sections**

Provides discussions required by CEQA regarding impacts that would result from the proposed project, including a summary of cumulative impacts, potential growth-inducing impacts, significant and unavoidable impacts, and significant irreversible changes to the environment.

### **Chapter 6 – Alternatives**

Describes the alternatives to the proposed project, their respective environmental effects, and a determination of the environmentally superior alternative.

### **Chapter 7 – EIR Authors / Persons Consulted**

Lists EIR and technical report authors who provided technical assistance in the preparation and review of the Draft EIR.

### **Chapter 8 – References**

Provides bibliographic information for all references and resources cited.

**Appendices**

Includes the NOP, comments received during the NOP comment period, and all technical reports prepared for the proposed project.

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## 2. EXECUTIVE SUMMARY

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## 2

## EXECUTIVE SUMMARY

### 2.1 INTRODUCTION

The Executive Summary chapter of the EIR provides an overview of the Russell Ranch Project (proposed project) and summarizes the conclusions of the environmental analysis provided in Chapters 4.1 through 4.8. The chapter also reviews the alternatives to the proposed project that are described in the Alternatives Analysis chapter, and identifies the Environmentally Superior Alternative. Table 2-1, found at the end of this chapter, provides a summary of the environmental effects of the proposed project, as identified in each technical chapter of the EIR. Table 2-1 also contains the potential environmental impacts associated with the proposed project, the significance of the impacts, the proposed mitigation measures for the impacts, and the significance of the impacts after implementation of the mitigation measures.

### 2.2 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

The proposed project site is located within the City of Folsom, which is within Sacramento County, California (see Chapter 3, Figure 3-1, Regional Project Location). As illustrated in Figure 3-1, the City of Folsom is located approximately 15 miles northeast of the City of Sacramento, south of Folsom Lake. The project site is in the southeastern section of the City of Folsom, on the southern side of Highway 50 (US 50), near the Sacramento County/El Dorado County boundary to the east (see Chapter 3, Figure 3-2, Project Vicinity Map). The proposed project site is situated within the eastern Hillside District of the Folsom Plan Area Specific Plan (FPASP). The project site consists of approximately 429.7 acres and is bounded by US 50 to the north, White Rock Road to the South, and Placerville Road and a rail line, known as the Sacramento-Placerville Transportation Corridor (SPTC), operated by a Joint Powers Authority (JPA) to the west. The SPTC has not been in commercial service since the late 1980's; however, the line is currently used for weekend excursion trains and other special events, with train operations ranging from five to 13 excursions per day on Saturdays and Sundays. The site is identified as Sacramento County Assessor's Parcel Numbers (APN) 072-0070-033 and 072-0270-138. See Chapter 3, Project Description, for further detail regarding the location of the project site and the objectives of the proposed project.

The proposed project includes the following components:

- Vesting Tentative Subdivision Maps (Large-Lot and Small-Lot);
- On-Site Roadway Improvements;
- Off-Site Roadway Improvements;
- Bicycle and Pedestrian Circulation;
- Grading and Hillside Development;
- Open Space;

- Utilities and Infrastructure Improvements;
- General Plan and Specific Plan Amendments;
- Planned Development Permit and Design Guidelines;
- Amendment to the Amended and Restated Development Agreement;
- Affordable Housing Agreement; and
- Affordable Housing Plan.

Pursuant to CEQA Guideline 15123 (b)(2), the EIR shall identify any areas of known controversy. The only potential area of known controversy relates to water supply, which subject has been analyzed in a prior environmental document (i.e., the Addendum to the Environmental Impact Report for the FPASP Project for Purposes of Analyzing an Alternative Water Supply for the Project, approved and certified by the Folsom City Council on December 11, 2012). Further detail on water supply is found in the Public Services, Utilities, and Hydrology chapter of this EIR.

## **2.3 ENVIRONMENTAL IMPACTS AND REQUIRED MITIGATION**

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Under the California Environmental Quality Act (CEQA), a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the existing physical conditions within the area affected by the project, including land, air, water, mineral, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Implementation of the proposed project could result in significant impacts on the resource areas listed below.

The EIR requires feasible mitigation measures to be implemented as part of the proposed project to reduce potential adverse impacts to a less-than-significant level. Such mitigation measures are noted in this EIR and are found in the following technical chapters: Aesthetics, Air Quality and Climate Change; Biological Resources; Cultural Resources; Noise; Public Services, Utilities, and Hydrology; and Transportation, Traffic, and Circulation. If an impact is determined to be significant or potentially significant, applicable feasible mitigation measures are identified, as appropriate. The mitigation measures are also summarized in Table 2-1 at the end of this chapter. The mitigation measures presented in the EIR would form the basis of the Mitigation Monitoring and Reporting Program. An impact that remains significant after implementation of mitigation measures is considered a significant and unavoidable impact.

### **Aesthetics**

The Aesthetics chapter describes existing visual and aesthetic resources for the project area and the region, and evaluates the potential aesthetic impacts of the project. In addition, the Aesthetics chapter describes any scenic vistas that exist within the project area, as well as light and glare impacts. Impact analysis is based on information drawn from the *City of Folsom General Plan*, the FPASP and associated joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS), and visual simulations prepared for the proposed project. In addition, portions of the impact analysis are based on a site visit that was conducted within the proposed project area by Raney Planning & Management, Inc. on October 17, 2014. The Aesthetics chapter evaluates

whether the proposed project would create new sources of light and glare, and also evaluates the visual impacts upon the surrounding vicinity.

The Aesthetics chapter concluded that impacts related to creation of new sources of light and glare would be potentially significant but could be reduced to a less-than-significant level with implementation of the mitigation measure in the EIR. Impacts related to adverse effects on a scenic vista or degradation of the existing visual character or quality of the site and its surroundings would be significant and unavoidable after mitigation due to the lack of feasible mitigation. Cumulative impacts related to long-term impacts to the visual character of the region from the proposed project in combination with existing and future developments in the area were determined to be significant and unavoidable, consistent with the conclusions of the FPASP EIR/EIS.

### **Air Quality and Climate Change**

The Air Quality and Climate Change chapter of the EIR describes the effects of the proposed project on local and regional air quality, as well as global climate change. The chapter discusses existing air quality, applicable regulations, construction-related impacts, direct and indirect emissions associated with the project (including greenhouse gases [GHGs]), the impacts of these emissions on both the local and regional scale, and mitigation measures to reduce or eliminate any identified significant impacts. The Air Quality and Climate Change chapter utilizes information obtained from the *City of Folsom General Plan*, the FPASP and associated EIR/EIS, the California Emissions Estimator Model (CalEEMod) version 2013.2.2 (see Appendix D), and is primarily based on information, guidance, and analysis protocol provided by the Sacramento Metropolitan Air Quality Management District (SMAQMD).

The Air Quality and Climate Change chapter concluded that the following impacts were less than significant: impacts related to a violation of any air quality standard or projected air quality violation during construction; and creation of objectionable odors. Impacts related to exposure of sensitive receptors to substantial pollutant concentrations were identified as potentially significant but could be reduced to a less-than-significant level with implementation of the mitigation measures in the EIR. Impacts related to a violation of any air quality standard or substantial contribution to an existing or projected air quality violation during operations, and a conflict with or obstruction of implementation of applicable air quality plans were determined to be significant and unavoidable due to the lack of additional feasible mitigation, consistent with the conclusions of the FPASP EIR/EIS. Cumulative impacts related to a cumulatively considerable net increase of any criteria pollutant and generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and/or a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs were found to be less than cumulatively considerable.

### **Biological Resources**

The Biological Resources chapter evaluates the biological resources known to occur or potentially occur within the proposed project area. Existing plant communities, wetlands, wildlife habitats, and potential for special-status species and communities are discussed for the

project area. The Biological Resources chapter describes potential impacts to those resources, and identifies measures to eliminate or substantially reduce those impacts to less-than-significant levels. Information presented in this chapter is primarily drawn from the *Biological Resources Impact Assessment* prepared specifically for the proposed project by ECORP Consulting, Inc. (see Appendix E), the *Tree Survey* prepared for the project by Foothill Associates (see Appendix F), the *City of Folsom General Plan*, and the FPASP and associated EIR/EIS.

The Biological Resources chapter concluded that impacts related to special-status bats, migratory fish or wildlife species, wildlife corridors, and conflicting with any local policies or ordinances protecting biological resources were less than significant. The following impacts were identified as potentially significant: impacts related to special-status plant species; federally-listed vernal pool invertebrates; western spadefoot toad; Western pond turtle; Swainson's hawk foraging and nesting habitat; burrowing owl; tricolored blackbird; other raptors and migratory birds; American badger; and riparian habitat or other sensitive natural communities identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service or federally protected wetlands. However, implementation of mitigation measures included in the EIR would reduce the impacts to a less-than-significant level. The cumulative loss of biological resources was less than cumulatively considerable.

## **Cultural Resources**

The Cultural Resources chapter of the EIR describes cultural resources known to be located within the proposed project area. The analysis summarizes the existing setting and briefly describes the potential effects to cultural resources. The extent to which development of the proposed project could remove, damage, or destroy existing cultural resources is evaluated. Information used in the Cultural Resources chapter is taken from the *City of Folsom General Plan*, the FPASP and associated EIR/EIS, and the *Cultural Resources Impact Assessment* prepared for the project site by ECORP Consulting, Inc. (see Appendix G).

The Cultural Resources chapter concluded that the following impacts were identified as potentially significant but could be reduced to a less-than-significant level with implementation of mitigation measures included in the EIR: loss of historic cultural resources; loss of unique archaeological resources or human remains; and loss of unique paleontological resources. Cumulative development in the City of Folsom, in conjunction with the development of the proposed project, could contribute incrementally to the regional loss of cultural resources in Sacramento County. However, implementation of mitigation measures included in the EIR would reduce the impacts to a less-than-significant level.

## **Land Use and Planning**

The Land Use and Planning chapter of the EIR is intended to provide the reader with information regarding current land use designations and zoning designations for the project site and surrounding areas. Section 15125(d) of the CEQA Guidelines states "[...] the EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans." The information contained in this analysis is based on the FPASP and associated EIR/EIS, the *City of Folsom Municipal Code*, the *City of Folsom Final Housing Element*, the

*City of Folsom General Plan Update Existing Conditions Report, and the City of Folsom General Plan.*

The Land Use and Planning chapter concluded that impacts regarding the compatibility with surrounding land uses and consistency with the applicable land use plan, policy, or regulation, were less than significant. Cumulative impacts associated with land use and planning incompatibilities were determined to be less than cumulatively significant.

## **Noise**

The Noise chapter of the EIR discusses the existing noise environment in the immediate project vicinity and identifies potential noise-related impacts associated with the proposed project. Specifically, this chapter analyzes potential noise impacts due to and upon development within the project site relative to applicable noise criteria and to the existing ambient noise environment. Information presented in this chapter is primarily drawn from the Environmental Noise Analysis prepared specifically for the Russell Ranch project by j.c. brennan & associates, Inc. (see Appendix H), as well as the FPASP and associated EIR/EIS, and the *City of Folsom General Plan*.

The Noise chapter concluded that impacts from construction noise and vibration, transportation noise at existing sensitive receptors, and operational noise from activities on-site post-development would be less than significant. Noise attenuation measures were required as mitigation to reduce the potential impacts from transportation noise and vibration on new sensitive receptors to a less-than-significant level. Cumulative impacts associated with an increase in noise levels on noise-sensitive receptors were determined to be less than cumulatively considerable with implementation of mitigation measures included in the EIR.

## **Public Services, Utilities, and Hydrology**

The Public Services, Utilities, and Hydrology chapter of the EIR summarizes the existing setting information and identifies potential impacts resulting from the proposed project on water supply, wastewater systems, solid waste disposal, police and fire protection services, schools, libraries, parks, and recreation facilities. In addition, the Public Services, Utilities, and Hydrology chapter describes the existing drainage and water resources for the proposed project, and evaluates the potential impacts of the proposed project with respect to dry utilities, drainage, flooding, surface water resources, groundwater resources, seepage, and water quality. Information for the Public Services, Utilities, and Hydrology chapter was primarily drawn from the *City of Folsom General Plan*, the FPASP and associated EIR/EIS, the City of Folsom website, the *City of Folsom Municipal Code*, the *Russell Ranch Specific Plan Amendment Water Supply Analysis Memo*, *Folsom Plan Area Storm Drainage Master Plan*, *City of Folsom Plan Area Wastewater Master Plan Update*, *Folsom Plan Area Water System Master Plan*, the *City of Folsom Sewer System Management Plan*, *Sacramento Regional Wastewater Treatment Plant 2020 Master Plan*, and the *Folsom Plan Area Specific Plan Public Facilities Financing Plan* (PFFP).

The Public Services, Utilities, and Hydrology chapter concluded that the following impacts would be less than significant: water supply, treatment, and distribution facilities; wastewater



collection and treatment services; solid waste services; adequate police protection services; adequate fire protection and emergency medical services; adequate school capacity; increased demand for library services; adequate parks and recreational facilities; increased demand for dry utilities; substantial alteration of the drainage pattern of the site or area, or creation or contribution of runoff water which would exceed the capacity of existing or planned stormwater drainage systems; creation or contribution of substantial additional sources of polluted runoff, violation of any water quality standards or waste discharge requirements, or otherwise degrade water quality during construction; and substantial depletion if groundwater supplies or interference with groundwater recharge. Cumulative impacts associated with an increase in demand for additional public services and utilities within the City of Folsom as a result of the proposed project and cumulative impacts to hydrology and water quality were determined to be less than cumulatively significant.

### **Transportation, Traffic, and Circulation**

The Transportation, Traffic, and Circulation chapter of the EIR discusses the existing and cumulative transportation and circulation conditions of the surrounding transportation system and analyzes the impacts on such associated with the development of the proposed project. The evaluation includes consideration of roadway, transit, bicycle, pedestrian, and construction components of the overall transportation systems under a number of scenarios. The information contained within this chapter is primarily based on the *Russell Ranch Draft Transportation Impact Study* prepared for the proposed project by Fehr & Peers (see Appendix I).

The Transportation, Traffic, and Circulation chapter concluded that impacts related to the transit system and bicycle and pedestrian facilities would be less than significant. Short-term impacts related to construction activities were identified as potentially significant but could be reduced to a less-than-significant level with implementation of mitigation measures in the EIR. Impacts related to study intersections and study freeway facilities resulting from the proposed project were identified as significant and would remain significant and unavoidable even with implementation of mitigation measures in the EIR. Cumulative impacts related to study freeway facilities, the transit system, and bicycle and pedestrian facilities were identified as less than cumulatively significant. Cumulative impacts to study intersections were identified as potentially significant but could be reduced to a less-than-significant level with implementation of mitigation measures in the EIR.

## **2.4 ALTERNATIVES TO THE PROPOSED PROJECT**

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The alternatives to the proposed project section presents a summary of the evaluation and alternatives considered for the proposed project, which include the following:

- No Project (No Build) Alternative;
- No Project (Adopted FPASP) Alternative;
- Resource Impact Minimization (Reduced Intensity) Alternative; and
- Reduced Hillside Development (Increased Density) Alternative.

The following summary provides brief descriptions of the three alternatives that are evaluated in this EIR. For a more thorough discussion of project alternatives, please refer to Chapter 6, Alternatives.

### **No Project (No Build) Alternative**

CEQA requires the evaluation of the comparative impacts of the “No Project” alternative (CEQA Guidelines Section 15126.6[e]). Analysis of the No Project Alternative “[...] shall discuss [...] existing conditions [...] as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” (*Id.*, subd. [e][2]) “If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the ‘no project’ alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in the property’s existing state versus environmental effects that would occur if the project were approved.” (*Id.*, subd. [e][3][B])

The No Project Alternative is defined in this chapter as the continuation of the existing conditions of the project site, which is currently vacant and undeveloped. The No Project Alternative would allow the project site to continue in the site’s existing state, which is vacant and undeveloped. The No Project Alternative would not meet any of the proposed project objectives.

### **No Project (Adopted FPASP) Alternative**

The City has decided to evaluate a No Project (Adopted FPASP) Alternative, which would involve development of 574 single-family (SF) residential units, 139 multi-family low-density (MLD) residential units, 406 multi-family medium-density (MMD) residential units, 380,061 square feet of general commercial (GC) development, 98.7 acres of open space (OS), 6.5 acres of parks (P), and 2.8 acres of public/quasi-public (P-QP) uses on the project site. Buildout of the site per the No Project (Adopted FPASP) Alternative would result in 244 more residential units than the proposed project and 380,061 square feet of GC uses, which is not included in the proposed project.

The No Project (Adopted FPASP) Alternative would achieve several of the proposed project’s objectives related to providing a mix of private and public land uses, creating a residential community with a range of lot sizes and home types, accommodating projected regional growth, placing residential uses near existing jobs and services, creating pedestrian-friendly development, and constructing backbone infrastructure improvements. However, in comparison to the proposed project, the No Project (Adopted FPASP) Alternative would not design a residential community that reduces commercial zoning, reduces density, increases open space, and modifies internal circulation in an attempt to avoid protected resources, and minimize traffic, sewer, and other infrastructure impacts.

The GC uses included in the No Project (Adopted FPASP) Alternative would likely require more intensive lighting than that required for residential uses, due to parking lots, signage, and

security. Thus, the No Project (Adopted FPASP) Alternative would likely result in slightly greater impacts related to the creation of new sources of light or glare compared to the proposed project. In addition, the greater number of residential units and inclusion of GC uses per the No Project (Adopted FPASP) Alternative would subsequently result in an associated increase in vehicle trips and regional vehicle miles traveled (VMT) from what is anticipated for the proposed project. Due to the increase in traffic, a resultant increase in associated air quality emissions, GHG emissions, traffic-related noise, and transportation, traffic, and circulation impacts would occur under the No Project (Adopted FPASP) Alternative in comparison to the proposed project.

### **Resource Impact Minimization (Reduced Intensity) Alternative**

The Resource Impact Minimization (Reduced Intensity) Alternative would involve development of the proposed project, but with 25 percent fewer residential units (i.e., 657 units) and 25 percent more acreage for open space compared to the proposed project. The remainder of the site would be built out similar to the proposed project. Buildout of the site per the Resource Impact Minimization (Reduced Intensity) Alternative would result in 218 fewer residential units than the proposed project.

The Resource Impact Minimization (Reduced Intensity) Alternative would achieve some of the proposed project's objectives, including those related to creating a residential community with a range of lot sizes and home types, placing residential uses near existing jobs and services, creating pedestrian-friendly development, as well as designing a residential community that promotes community, reduces commercial zoning, reduces density, and increases open space. However, the Resource Impact Minimization (Reduced Intensity) Alternative would result in a reduction in density, which would subsequently result in a reduction in the variety of the mix of uses in comparison to the proposed project. Thus, the Alternative would not meet the project's objectives related to providing a mix of private and public land uses, accommodating regional growth contemplated by the SACOG Blueprint, or balancing residential and commercial development consistent with SACOG Blueprint jobs/housing balance objectives. In addition, because the Resource Impact Minimization (Reduced Intensity) Alternative would result in fewer residential units than the proposed project, the cost of installing and constructing the necessary infrastructure to support buildout of the Alternative would be less economically feasible, cost effective, and efficient than the proposed project.

### **Reduced Hillside Development (Increased Density) Alternative**

The Reduced Hillside Development (Increased Density) Alternative would involve the same land uses as the proposed project, but with the residential units built out according to the maximum allowable density per residential land use designation. The difference in acreage associated with the decrease in residential development footprint would be designated and preserved as open space. Accordingly, the Reduced Hillside Development (Increased Density) Alternative would result in more dwelling units per acre within the project site, concentrating development in particular locations, leaving more acreage as undeveloped open space.

The Reduced Hillside Development (Increased Density) Alternative would achieve some of the proposed project's objectives, including those related to providing a mix of private and public land uses, creating a residential community with a range of lot sizes and home types, accommodating projected regional growth, placing residential uses near existing jobs and services, creating pedestrian-friendly development, constructing backbone infrastructure improvements, as well as designing a residential community that promotes community, reduces commercial zoning, and increases open space. However, the Reduced Hillside Development (Increased Density) Alternative would not meet the project's objectives related to developing a residential hillside community that would allow for lower density development or developing a project that reduces impacts to sensitive environmental resources by reducing density, increasing open space, and modifying internal circulation to avoid protected resources.

### **Environmentally Superior Alternative**

Although the No Project (No Build) Alternative would result in no impact in all resources areas, the No Project (No Build) Alternative would not satisfy the project objectives. Similarly, the No Project (Adopted FPASP) Alternative would not satisfy the project objectives. In addition, the No Project (Adopted FPASP) Alternative would result in greater impacts than the proposed project related to five environmental resource areas. Of the alternatives analyzed, the Resource Impact Minimization (Reduced Intensity) Alternative and the Reduced Hillside Development (Increased Density) Alternative would satisfy the greatest number of project objectives. As shown in the table, the Resource Impact Minimization (Reduced Intensity) Alternative would result in reduced impacts compared to the proposed project in six environmental resources areas, whereas the Reduced Hillside Development (Increased Density) Alternative would reduce impacts compared to the proposed project in three environmental resources areas.

Due to the number of impacts reduced compared to the proposed project and the satisfaction of project objectives, the Resource Impact Minimization (Reduced Intensity) Alternative would be considered the environmentally superior alternative.

## **2.5 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

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Table 2-1 summarizes the impacts identified in the technical chapters of this EIR. In Table 2-1, the proposed project's impacts are identified for each technical chapter (Chapters 4.1 through 4.8) in the EIR. In addition, Table 2-1 includes the level of significance of each impact, any mitigation measures required for each impact, including applicable mitigation measures from the FPASP EIR/EIS and mitigation measures required per the proposed project Initial Study, and the resulting level of significance after implementation of mitigation measures for each impact.

The South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND) also includes mitigation measures from the FPASP EIR/EIS, and those measures are applicable to the proposed project as well. (See the mitigation measures within the following sections of the Backbone Infrastructure MND: Aesthetics [pages 37-38], Air Quality (pages 51-52, 55), Biological Resources (pages 70-78, 80-81, 84-85, 89-93), Cultural Resources (pages 101-106), Geology and Soils (pages 112-113, 115-116), Hazards and

Hazardous Materials (pages 123-124), Hydrology and Water Quality (page 129), and Transportation and Circulation (pages 115-156).

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact   | Level of Significance Prior to Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|--|---|--|--|
| <b>4.1 Aesthetics</b>  |   |  |  |
| <b>4.1-1</b> Substantial adverse effect on a scenic vista or degradation of the existing visual character or quality of the project site and/or the site's surroundings. Based on the analysis below, even with mitigation, the impact is <i>significant and unavoidable</i> . | PS  | <p><u>Project Specific Mitigation Measure(s)</u></p> <p><i>4.1-1 Prior to the approval of the grading plan, the issuance of a building permit, as well as during construction, the project contractor of all project phases 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 visual barriers such as berms or fences. The screen design shall be approved by the City's Community Development Department to reduce visual effects to the extent possible.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u></p> <p><b>3A.1-4: Screen Construction Staging Areas.</b> The project applicant(s) for any particular discretionary development application 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</p> | SU                                     |

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact  | Level of Significance Prior to Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|---|---|--|--|
|   |   | <p><i>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.</i></p> <p><i>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 in consultation 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.</i></p> |  |
| <p><b>4.1-2 Creation of new sources of substantial light or glare that would adversely affect day or nighttime views in the area. Based on the analysis below and with implementation of mitigation, the impact is less than significant.</b></p> | <p>PS</p>                                 | <p><u>Project Specific Mitigation Measure(s)</u></p> <p>4.1-2 Prior to the issuance of a building permit, the project applicant of all project phases shall submit a lighting plan for the project to the Folsom Community Development Department. The lighting plan shall</p> <ul style="list-style-type: none"> <li>• shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</li> <li>• place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists;</li> </ul>   | <p>LS</p>                              |

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact   | Level of Significance Prior to Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|--|---|---|--|
|  |   | <ul style="list-style-type: none"> <li>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;</li> <li>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; and</li> <li>design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design.</li> </ul> <p><i>The project applicant shall implement the approved lighting plan, subject to approval by the Community Development Department.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p> |  |
| <b>4.1-3 Long-term changes in visual character of the region associated with cumulative development of the proposed project in combination with future buildout in the City of Folsom. Based on the analysis</b> | PS  | <p><u>Project Specific Mitigation Measure(s)</u></p> <p>4.1-3 Implement Mitigation Measures 4.1-1 and 4.1-2.</p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p>   | SU                                     |

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;



**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact  | Level of Significance Prior to Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|---|---|---|--|
| below and the lack of feasible mitigation, the impact is <i>significant and unavoidable</i> .   |   |   |  |
| <b>4.2 Air Quality and Climate Change</b>   |   |   |  |
| <b>4.2-1</b> A violation of any air quality standard or substantial contribution to an existing or projected air quality violation during construction. Based on the analysis below, the impact is <i>less than significant</i> . | LS  | <p><u>Project Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/> <b>3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</b> To reduce short-term construction emissions, the project applicant(s) for all project phases shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices (list below), and Enhanced Exhaust Control Practices or whatever mitigation measures are recommended by SMAQMD 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.</p> <p><b>Basic Construction Emission Control Practices</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Cover or maintain at least two feet of free board space</li> </ul> | N/A                                    |

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;

**TABLE 2-1  
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact | Level of Significance Prior to Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|--------|---|---|--|
|        |   | <p><i>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.</i></p> <ul style="list-style-type: none"> <li><i>• 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.</i></li> <li><i>• Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</i></li> <li><i>• 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.</i></li> <li><i>• 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.</i></li> <li><i>• 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.</i></li> </ul> |  |

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;

**TABLE 2-1  
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact | Level of Significance Prior to Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|--------|---|---|--|
|        |   | <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></p> <ul style="list-style-type: none"> <li>• Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>• Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> <li>• Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas.</li> <li>• Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li> </ul> <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></p> <ul style="list-style-type: none"> <li>• Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</li> <li>• 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.</li> <li>• 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</li> </ul> |  |

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;

**TABLE 2-1  
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact | Level of Significance Prior to Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|--------|---|--|--|
|        |   | <p><i>shall also be posted to ensure compliance.</i></p> <p><b><i>Enhanced Exhaust Control Practices</i></b></p> <ul style="list-style-type: none"> <li><i>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) offroad vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NO<sub>x</sub> reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. 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</i></li> </ul> |  |

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|--------|---|--|--|
|        |   | <p><i>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% 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</i></p> |  |

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|--------|---|--|--|
|        |   | <p>other SMAQMD or state rules or regulations.</p> <ul style="list-style-type: none"> <li>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. Such a determination must be supported by a project-level analysis and be approved by SMAQMD.</li> </ul> <p><b>3A.2-1b: Pay Off-Site Mitigation Fee to SMAQMD to Off-Set NO<sub>x</sub> Emissions Generated by Construction of On-Site Elements.</b> Implementation of the Proposed Project Alternative or the other four other action alternatives would result in construction-generated NO<sub>x</sub> emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NO<sub>x</sub> emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project Alternative or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated</p> |  |

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|        |   | <p><i>with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for all project phases shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction-generated emissions of NO<sub>x</sub> that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO<sub>x</sub> emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NO<sub>x</sub> plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.</i></p> <p><i>Based on information available at the time of writing this EIR/EIS, and assuming that construction would be performed at a consistent rate over a 19-year period (and averaging of 22 work days per month), it is estimated that the off-site construction mitigation fees would range from \$517,410 to \$824,149, depending on which alternative is selected. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees would be substantially greater if construction activity is more intense during some phases and less intense during other phases of the 19-year build out period, and in any event, based on the actual cost rate applied by SMAQMD. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such</i></p> |  |

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|        |   | <p><i>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.)</i></p> <p><b>3A.2-Id: Implement SMAQMD's Basic Construction Emission Control Practices during Construction of all Off- site Elements located in Sacramento County.</b> <i>The applicants responsible for the construction of each off-site element in Sacramento County shall require their contractors to implement SMAQMD's Basic Construction Emission Control Practices during construction. A list of SMAQMD's Basic Construction Emission Control Practices is provided under Mitigation Measure 3A.2-1a.</i></p> <p><i>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans) to implement SMAQMD's Basic Construction Emission Control Practices or comparable feasible measures.</i></p> <p><b>3A.2-If: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.</b> <i>Implement SMAQMD's Enhanced Exhaust Control Practices, which are listed in Mitigation Measure 3A.2-1a, in order to control NO<sub>x</sub> emissions generated by construction of all off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).</i></p> |  |

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|        |   | <p><b>3A.2-1g:</b> <i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO<sub>x</sub> Emissions Generated by Construction of Off- site Elements. The off-site elements could result in construction-generated NO<sub>x</sub> emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a).</i></p> <p><i>Therefore, the responsible project applicant(s) for each off-site element in Sacramento County shall pay SMAQMD an off-site mitigation fee for implementation of each off-site element in Sacramento County for the purpose of reducing NO<sub>x</sub> emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined. This calculation shall occur if the City/USACE certify the EIR/EIS and select and approves the Proposed Project or one of the other four other action alternatives, the City, Sacramento County, and the applicants establish the phasing by which construction of the off- site elements would occur, and the applicants develop a detailed construction schedule. Calculation of fees associated with each off-site element shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of respective grading plans by Sacramento County. The project applicant(s) responsible for each off-site element in Sacramento County shall pay into SMAQMD's off- site construction mitigation fund to further mitigate construction-generated emissions of NO<sub>x</sub> that exceed SMAQMD's daily emission threshold of 85 lb/day. The</i></p> |  |

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|        |   | <p><i>calculation of daily NO<sub>x</sub> emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NO<sub>x</sub> plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees for construction of the off-site elements would vary according to the timing and potential overlap of construction schedules for off-site elements. This measure applies only to those off-site elements located in SMAQMD's jurisdiction (i.e., in Sacramento County) because EDCAQMD does not offer a similar off-set fee program for construction-generated NO<sub>x</sub> emissions in its jurisdiction. (This fee is used by SMAQMD to purchase off-site 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.)</i></p> <p><i>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</i></p> |  |

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|--------|---|---|--|
|        |   | <p><b>3A.2-1h: Analyze and Disclose Projected <math>PM_{10}</math> Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.</b> Prior to construction of each off-site element located in Sacramento County that would involve site grading or earth disturbance activity that would exceed 15 acres in one day, the responsible agency or its selected consultant shall conduct detailed dispersion modeling of construction-generated <math>PM_{10}</math> emissions pursuant to 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 <math>PM_{10}</math> emissions is found in its Guide to Air Quality Assessment in Sacramento County SMAQMD 2009a).</p> <p>SMAQMD emphasizes that <math>PM_{10}</math> emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each 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. If the modeling analysis determines that construction activity would result in an exceedance or substantial contribution to the CAAQS and NAAQS at a nearby receptor, then the project applicant(s) shall require their respective contractors to implement additional measures for controlling construction-</p> |  |

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|--|---|---|--|
|  |   | <p>generated <math>PM_{10}</math> exhaust emission and fugitive <math>PM_{10}</math> dust emissions in accordance with SMAQMD guidance, requirements, and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices included in Mitigation Measure 3A.2-1a. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p> |  |
| <b>4.2-2</b> A violation of any air quality standard or substantial contribution to an existing or projected air quality violation during operations, and a conflict with or obstruction of implementation of applicable air quality plans. Based on the analysis below and the lack of additional feasible mitigation, the impact is <i>significant and unavoidable</i> . | PS  | <p><u>Project Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u></p> <p><b>3A.2-2:</b> <i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions. To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air</i></p>   | SU                                     |

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| Impact   | Level of Significance Prior to Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|--|---|--|--|
|  |   | <p><i>Quality Mitigation Plan (AQMP) (Torrence Planning 2008), 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 the 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.</i></p>   |  |
| <p><b>4.2-3 Exposure of sensitive receptors to substantial pollutant concentrations. Based on the analysis below and with implementation of mitigation, the impact is less than significant.</b></p> | <p>PS</p>                                 | <p><u>Project Specific Mitigation Measure(s)</u></p> <p>4.2-3 <i>Prior to the commencement of any site-disturbing activities, the applicant shall demonstrate to the satisfaction of the SMAQMD that NOA does not exist on site. To demonstrate the applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124 to determine whether and where NOA is present in the soil and rock on the project site and/or areas that would be disturbed by the project, except for those areas previously explored and sampled for NOA as part of the Geotechnical Engineering Study for Russell Ranch South prepared by Youndahl Consulting Group, Inc. in December 2013. The site investigation shall include the collection of three soil and rock samples per acre to be</i></p> | <p>LS</p>                              |

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|--------|---|--|--|
|        |   | <p><i>analyzed via the CARB 435 Method, or other acceptable method agreed upon by SMAQMD and the City of Folsom. If the investigation determines that NOA is not present on the project site, then the project applicant shall submit a Geologic Exemption to SMAQMD as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The project applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.</i></p> <p><i>If the site investigation determines that NOA is present on the project site, or alternatively if the applicant elects to assume presence of trace NOA, then, prior to commencement of any ground disturbance activity, the project applicant shall submit to the SMAQMD for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance, keeping storage piles wet or covered, and track-out prevention and removal. The project applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</i></p> |  |

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|--|---|--|--|
|  |   | <p><i>If NOA is determined to be located on the surface of the project site, all surface soil containing NOA shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p> |  |
| <b>4.2-4</b> The creation of objectionable odors affecting a substantial number of people. Based on the analysis below, the impact is <i>less than significant</i> .   | LS  | <p><u>Project Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p>  | N/A                                    |
| <b>4.2-5</b> A cumulatively considerable net increase of any criteria pollutant. Based on the analysis below, the impact is <i>less than significant</i> .   | LS  | <p><u>Project Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p>  | N/A                                    |
| <b>4.2-6</b> Generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment (i.e., would exceed 1,100 MTCO <sub>2</sub> e/yr and not achieve a minimum 21.7 percent emission reduction from BAU levels by 2020), and/or a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Based on the analysis below, the | LS  | <p><u>Project Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p>  | N/A                                    |

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|--|--|--|---|
| <b>impact is less than significant.</b>  |  |  |   |
| <b>4.3 Biological Resources</b>  |  |  |   |
| <b>4.3-1 Special-status plant species. Based on the analysis below and with implementation of mitigation, the impact is less than significant.</b> | <b>PS</b>  | <p><u>Project Specific Mitigation Measure(s)</u></p> <p>4.3-1 Prior to the initiation of construction activities, the applicant shall retain a qualified biologist/botanist to consult with the appropriate regulatory agencies (CDFW and USFWS) to determine if additional plant surveys are required. Written results of the consultation efforts shall be provided to the Folsom Community Development Department. If the regulatory agencies (CDFW and USFWS) determine additional plant surveys are required, the following shall be implemented:</p> <ul style="list-style-type: none"> <li>The project applicant shall retain a qualified botanist to conduct protocol-level preconstruction special-status plant surveys for all potentially occurring species in all areas that have not previously been surveyed for special-status plants. If special-status plants are not found during focused surveys, the botanist shall document the findings in a letter report to USFWS, CDFW and, the City of Folsom, and no further mitigation shall be required.</li> <li>If special-status plant populations are found, the project applicant shall consult with CDFW and USFWS, as appropriate, depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population that could occur as a result of project</li> </ul> | <b>LS</b>                                     |

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|        |   | <p><i>implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.</i></p> <ul style="list-style-type: none"> <li><i>If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to the City of Folsom for review and approval. It shall be submitted concurrently to CDFW or USFWS, as appropriate, depending on species status, for review and comment. The plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced off-site.</i></li> <li><i>If relocation efforts are part of the mitigation plan, the</i></li> </ul> |  |

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|--|---|--|--|
|  |   | <p>plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.</p> <ul style="list-style-type: none"> <li>If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation of long term viable populations.</li> </ul> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p> |  |
| <b>4.3-2 Federally-listed vernal pool invertebrates. Based on the analysis below, the impact is less than significant.</b>                       | LS  | <p><u>Project Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/><i>None applicable</i></p>   | PS                                     |
| <b>4.3-3 Western spadefoot toad. Based on the analysis below and with the implementation of mitigation, the impact is less than significant.</b> | PS  | <p><u>Project Specific Mitigation Measure(s)</u></p> <p>4.3-3(a) Conduct Environmental Awareness Training for Construction Employees</p>   | LS                                     |

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|        |   | <p><i>Prior to initiation of construction activities, the project applicant shall employ a qualified biologist to conduct environmental awareness training for construction employees. The training will describe the importance of on-site biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist will also explain the importance of other responsibilities related to the protection of wildlife during construction, such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</i></p> <p><i>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by state and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</i></p> |  |

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|---|--|---|---|
|   |  | <p>4.3-3(b) <i>Conduct Preconstruction Western Spadefoot Toad Survey</i></p> <p><i>The project applicant shall retain a qualified biologist to conduct a preconstruction survey for Western spadefoot toad within 48 hours of the initiation of construction activities for each phase of development. The preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no Western spadefoot toad individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required.</i></p> <p><i>If Western spadefoot toad individuals are found, the qualified biologist shall consult with CDFW to determine appropriate avoidances measures. Mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/><i>None applicable</i></p> |   |
| <b>4.3-4 Western pond turtle. Based on the analysis below and with the implementation of mitigation, the impact is less than significant.</b> | PS   | <p><u>Project Specific Mitigation Measure(s)</u></p> <p>4.3-4 <i>The project applicant(s), shall retain a qualified biologist to conduct preconstruction survey for Western pond turtle within 48 hours of the initiation of construction activities for each phase of development. The preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no western pond turtles are found during the preconstruction survey, the biologist shall document the</i></p>   | LS  |

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact   | Level of Significance Prior to Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|--|---|--|--|
|  |   | <p><i>findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required. If western pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/><i>None applicable</i></p>  |  |
| <p><b>4.3-5</b> Swainson's hawk foraging and nesting habitat. Based on the analysis below and with the implementation of mitigation, the impact is <i>less than significant</i>.</p> | PS  | <p><u>Project-Specific Mitigation Measure(s)</u></p> <p><i>Swainson's Hawk Nesting Habitat</i></p> <p>4.3-5(a) To mitigate impacts on Swainson's hawk a qualified biologist shall be retained to conduct preconstruction surveys and to identify active nests on and within 0.5-mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p><i>If active nests are found, impacts on nesting Swainson's hawks shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or</i></p> | LS                                     |

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| Impact | Level of Significance Prior to Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|--------|---|--|--|
|        |   | <p><i>until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</i></p> <p><i>Swainson's Hawk Foraging Habitat</i></p> <p><i>4.3-5(b) To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) shall identify permanent impacts to foraging habitat and prepare and implement a Swainson's hawk mitigation plan, including but not limited to the requirements described below.</i></p> <p><i>Before the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the project applicant shall secure suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with CDFW and a qualified biologist.</i></p> <p><i>The 1:1 habitat value (or other agreed-upon ratio) shall be based on Swainson's hawk nesting distribution and an</i></p> |  |

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| Impact | Level of Significance Prior to Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|--------|---|--|--|
|        |   | <p><i>assessment of habitat quality, availability, and use within the project area. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California. Such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County. The City, after consultation with CDFW, will determine the appropriateness of the mitigation land.</i></p> <p><i>The project applicant shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with CDFW. After consultation with CDFW and the Conservation Operator, the City shall approve the content and form of the conservation easement. The City, CDFW, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in</i></p> |  |

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|--------|---|---|--|
|        |   | <p><i>perpetuity to assure compliance with the terms of the easement.</i></p> <p><i>After consultation with the City, The project applicant, CDFW, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW.</i></p> <p><i>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and CDFW. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</i></p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p> |  |

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| <b>Impact</b>   | <b>Level of Significance Prior to Mitigation</b> | <b>Mitigation Measures</b>  | <b>Level of Significance After Mitigation</b> |
|---|--|---|---|
| <b>4.3-6 Burrowing owl. Based on the analysis below and with the implementation of mitigation, the impact is less than significant.</b> | PS   | <u>Project-Specific Mitigation Measure(s)</u><br><br>4.3-6(a) <i>A qualified biologist shall be retained by the project applicant to conduct a preconstruction survey to identify active burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).</i><br><br>4.3-6(b) <i>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with CDFW. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrowing owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</i><br><br><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br><i>None applicable.</i> | LS  |
| <b>4.3-7 Tricolored blackbird. Based on the analysis below and with the implementation of mitigation, the</b>                           | PS   | <u>Project-Specific Mitigation Measure(s)</u><br><br>4.3-7 <i>A qualified biologist shall conduct a preconstruction survey for</i>  | LS  |

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|---|--|--|---|
| <b>impact is less than significant.</b>   |  | <p>any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br/>None applicable.</p> |   |
| <b>4.3-8 Other raptors and migratory birds. Based on the analysis below and with the implementation of mitigation, the impact is less than significant.</b> | PS   | <p><u>Project-Specific Mitigation Measure(s)</u></p> <p><i>Nesting Raptors</i></p> <p>4.3-8(a) To mitigate impacts on nesting raptors, a qualified biologist shall be retained to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no</p>  | LS  |

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|--------|---|--|--|
|        |   | <p><i>more than 30 days before the beginning of construction activities for each phase of development.</i></p> <p><i>If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</i></p> <p><i>Other Nesting Special-Status and Migratory Birds</i></p> <p><b>4.3-8(b)</b> <i>A qualified biologist shall conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31).The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site.</i></p> |  |

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|--|---|--|--|
|  |   | <p><i>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</i></p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p> |  |
| <b>4.3-9 Special-status bats. Based on the analysis below, the impact is less than significant.</b>  | LS  | <p><u>Project-Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p>  | N/A                                    |
| <b>4.3-10 American badger. Based on the analysis below and with the implementation of mitigation, the impact is less than significant.</b> | PS  | <p><u>Project-Specific Mitigation Measure(s)</u></p> <p>4.3-10     <i>The project applicant(s) shall retain a qualified biologist to conduct preconstruction American badger burrow surveys within 48 hours of the initiation of construction activity. If no American badger burrows are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required. If potential American badger burrows are found, the qualified biologist shall consult with CDFW to determine appropriate measures.</i></p>  | LS                                     |

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|--|---|--|--|
|  |   | <u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br><i>None applicable.</i>   |  |
| <b>4.3-11</b> Riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service or federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.). Based on the analysis below and with the implementation of mitigation, the impact is <i>less than significant</i> . | PS  | <u>Project-Specific Mitigation Measure(s)</u><br><br><i>Clean Water Act Sections 401 and 404 Permits</i><br><br><b>4.3-11(a)</b> Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the project applicant shall secure all necessary permits obtained under Sections 401 and 404 of the CWA or the State's Porter-Cologne Act and implement all permit conditions for the proposed project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet of Waters of the U.S. or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet of any other Waters of the U.S. or wetland habitats, including Waters of the State. The project applicant shall adhere to all conditions outlined in the permits. The project applicant shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 | LS                                     |

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|--------|---|--|--|
|        |   | <p><i>and Section 404 permitting processes.</i></p> <p><i>All mitigation requirements to satisfy the requirements of the City and the Central Valley RWQCB, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of USACE, shall be determined and implemented before grading plans are approved.</i></p> <p><i>A water quality certification pursuant to Section 401 of the CWA is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the project applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.</i></p> <p><i>Master Streambed Alteration Agreement</i></p> <p><i>4.3-11(b) The project applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from CDFW for all construction activities that would occur in the bed and bank of CDFW jurisdictional features within the project site. As outlined in the Master Streambed Alteration Agreement, the project applicant shall submit a Sub-notification Form (SNF) to CDFW 60 days prior to the commencement of construction to notify CDFW of the project.</i></p> |  |

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|--------|---|---|--|
|        |   | <p><i>Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to CDFW jurisdiction. The agreement shall be executed by the project applicant and CDFW before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under CDFW jurisdiction.</i></p> <p><i>Valley Needlegrass</i></p> <p><i>4.3-11(c) The following measures shall be implemented to mitigate for losses of valley needlegrass grassland:</i></p> <ul style="list-style-type: none"> <li><i>• Prior to ground-breaking activities, high visibility construction fencing should be placed around all Valley needlegrass grassland to be preserved. The construction fencing should not be removed until completion of construction activities.</i></li> <li><i>• All Valley needlegrass grassland areas slated for removal should be replaced at a 1:1 acreage on-site within the preserve areas.</i></li> <li><i>• Needlegrass plants in areas slated for removal should be salvaged, to the extent feasible, and replanted within the preserve areas. If this is infeasible, then seedlings/saplings from a local nursery should be obtained.</i></li> <li><i>• A mitigation plan outlining methods to be used,</i></li> </ul> |  |

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|---|--|---|---|
|   |  | <p><i>success criteria to be met, and adaptive management strategies will be completed prior to project construction. At a minimum, unless agreed upon otherwise with regulatory agencies, the Valley needlegrass grassland creation areas shall be monitored twice annually for the first year and once annually for the four subsequent years for a total of five years; success criteria shall be established to ensure an 80 percent success rate is met by the fifth year, and adaptive management techniques shall be implemented to ensure that the 80 percent success rate is met by the fifth year or as otherwise agreed upon in consultation with CDFW. This plan may be combined with the Operations and Management Plan for the open space preserves.</i></p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p> |   |
| <b>4.3-12 Movement of native, resident, or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. Based on the analysis below, this impact is less than significant.</b> | LS   | <p><u>Project-Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p>   | N/A   |
| <b>4.3-13 Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</b>   | LS   | <p><u>Project-Specific Mitigation Measure(s)</u><br/><i>None required.</i></p>  | N/A   |

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|---|--|---|---|
| Based on the analysis below, this impact is <i>less than significant</i> .  |  | <u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br><i>None applicable.</i>  |   |
| <b>4.3-14</b> Cumulative loss of biological resources. Based on the analysis below, the project's incremental contribution to a cumulative impact is <i>less than significant</i> . | LS   | <u>Project-Specific Mitigation Measure(s)</u><br><i>None required.</i><br><br><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br><i>None applicable.</i>  | N/A   |
| <b>4.4 Cultural Resources</b>   |  |   |   |
| <b>4.4-1</b> Loss of historic cultural resources. Based on the analysis below and with the implementation of mitigation, the impact is <i>less than significant</i> .               | PS   | <u>Project Specific Mitigation Measure(s)</u><br><br><b>4.4-1</b> <i>Comply with the First Amended Programmatic Agreement and Carry Out Mitigation</i><br><br><i>The FAPA provides a management framework for identifying historic properties and Historical Resources, determining adverse effects, and resolving those adverse effects with appropriate mitigation. Proof of compliance with the applicable procedures in the FAPA and implementation of applicable historic property treatment plan (HPTP) (Westwood and Knapp 2013b and 2013c) with regard to mitigation for the Keefe-McDerby Mine Ditch and Brooks Hotel Site shall be provided to the City's Community Development Department prior to authorization of any ground disturbing activities in any given segment of the project area. Proof of compliance is defined as written approval from the USACE of all applicable mitigation documentation generated from implementation of an approved HPTP and includes the following mitigation actions:</i> | LS  |

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|--------|---|---|--|
|        |   | <ul style="list-style-type: none"> <li>• <i>Historic American Engineering Record Documentation of the Keefe-McDerby Mine Ditch (P-34-1475):</i> <ul style="list-style-type: none"> <li>▪ <i>In order to determine the appropriate level of documentation necessary, the USACE shall first consult with the National Park Service (NPS), which administers the Historic American Engineering Record (HAER) program. Consultation with the NPS will be initiated through the submission of the Department of Parks and Recreation (DPR) site record and copies of applicable technical reports with a request for review and issuance of a stipulation letter. Unless an objection to the requirements of the stipulation letter is expressed and resolved through the process outlined in the FAPA, the level of documentation stipulated by the NPS shall be implemented and all documentation will be approved by the USACE and NPS prior to ground-disturbing activities affecting the resource, or as governed by the permit conditions. Focused archival research conducted as part of the HAER documentation shall be incorporated into the revised cultural context statement for the SPA through the Historic Property Management Plan. A non-archival set of the final documentation shall be submitted to the</i></li> </ul> </li> </ul> |  |

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|--------|---|---|--|
|        |   | <p><i>City's Community Development Department.</i></p> <ul style="list-style-type: none"> <li>• <i>Data Recovery Excavations of the Brooks Hotel Site (P-34-2166):</i> <ul style="list-style-type: none"> <li>▪ <i>Data recovery shall follow the standards and guidelines in the HPTP and shall include at least four one meter by one meter excavation units. The results of the data recovery, including results of excavation, laboratory analysis, artifact analysis, and archival research, shall be documented in a confidential data recovery technical report, which shall be submitted to the City's Community Development Department.</i></li> </ul> </li> <li>• <i>Geoarchaeological Monitoring:</i> <ul style="list-style-type: none"> <li>▪ <i>Due to a potential for deeply buried archaeological resources down to a depth of 1.5 meters (approximately five feet) below soil formations known as the T-2 terrace, where colluvial deposits grade onto the T-2 terrace, and along the distal edge of tributary alluvial fans, all ground disturbing activity in those areas shall be monitored by a qualified professional archaeologist with a specialization in geoarchaeology. Once subsurface disturbance extends beyond 1.5 meters below surface, monitoring is no longer needed.</i></li> </ul> </li> </ul> |  |

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|---|---|--|--|
|   |   | <p><i>A confidential map showing the locations of required monitoring has been submitted to the City's Community Development Department. The City shall apply a map condition that requires geoarchaeological monitoring in the T-2 formation and along the distal edge of tributary alluvial fans only. A copy of the monitoring report shall be submitted as proof of compliance to the City's Community Development Department.</i></p> <p><i>In the event that future off-site improvements are required, which are not currently identified and are located outside of the boundaries of the FPASP area, then the City and applicant shall comply with the procedures for identification, evaluation, and treatment of Historical Resources under CEQA, as described in Section 4.4.3 of the Cultural Resources Impact Assessment, and with Mitigation Measure 3A.5-1b of the FPASP EIR/EIS.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p> |  |
| <p><b>4.4-2</b>      <b>Loss of unique archaeological resources or human remains. Based on the analysis below and with the implementation of mitigation, the impact is less than significant.</b></p> | <p>PS</p>                                 | <p><u>Project Specific Mitigation Measure(s)</u></p> <p>4.4-2(a)      <i>Conduct Construction Worker Awareness Training, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></p> <p><i>To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) shall complete the</i></p>   | <p>LS</p>                              |

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact | Level of Significance Prior to Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|--------|---|---|--|
|        |   | <p><i>following:</i></p> <ul style="list-style-type: none"> <li>• <i>Before the start of ground-disturbing activities, the project applicant(s) shall retain a qualified archaeologist to conduct training for construction supervisors. Construction supervisors shall inform the workers about the possibility of encountering buried cultural resources and inform the workers of the proper procedures should cultural resources be encountered. Proof of the contractor awareness training shall be submitted to the City's Community Development Department in the form of a copy of training materials and the completed training attendance roster.</i></li> <li>• <i>Should any cultural resources, such as structural features, bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended within 200 feet of the find and the City of Folsom and USACE shall be notified immediately. The City shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall evaluate 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 would be subject to disturbance or destruction, the actions required by the FAPA and subsequent documentation shall be implemented. The City of Folsom Community Development Department and USACE shall be</i></li> </ul> |  |

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|--------|---|---|--|
|        |   | <p><i>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 and seek written approval on mitigation documentation before resuming construction activities at the archaeological site.</i></p> <p><b>4.4-2(b)</b> <i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p><i>In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation Measure 4.4-2(a) shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).</i></p> <p><i>If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission, which then designates a Native American Most Likely Descendant for the project (Section 5097.98 of the</i></p> |  |

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|---|---|---|--|
|   |   | <p><i>Public Resources Code). The designated Native American Most Likely Descendant then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).</i></p> <p><i>If the landowner does not agree with the recommendations of the Native American Most Likely Descendant, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641).</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p> |  |
| <p><b>4.4-3</b>      <b>Loss of unique paleontological resources. Based on the analysis below and with the implementation of mitigation, the impact is less than significant.</b></p> | <p>PS</p>                                 | <p><u>Project Specific Mitigation Measure(s)</u></p> <p>4.4-3      <i>Conduct Construction Worker Awareness Training, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></p> <p><i>Before the start of any earthmoving activities, the project applicant(s) shall retain a qualified professional to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of</i></p>   | <p>LS</p>                              |

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|--------|---|--|--|
|        |   | <p><i>encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. The training shall be included in the archaeological contractor awareness training program.</i></p> <p><i>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom's Community Development Department. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) with the affected oversight agency(ies).</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/> <i>None applicable.</i></p> |  |

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|--|--|--|---|
| <b>4.4-4</b> Cumulative loss of cultural resources. Based on the analysis below, the project's incremental contribution to a cumulative impact is <i>less than significant</i> . | LS   | <u>Project Specific Mitigation Measure(s)</u><br><i>None required.</i><br><br><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br><i>None applicable.</i> | N/A   |
| <b>4.5 Land Use and Planning</b>   |  |  |   |
| <b>4.5-1</b> Project compatibility with surrounding land uses. Based on the analysis below, the impact is <i>less than significant</i> .   | LS   | <u>Project Specific Mitigation Measure(s)</u><br><i>None required.</i><br><br><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br><i>None applicable.</i> | N/A   |
| <b>4.5-2</b> Consistency with any applicable land use plan, policy, or regulation. Based on the analysis below, the impact is <i>less than significant</i> .                     | LS   | <u>Project Specific Mitigation Measure(s)</u><br><i>None required.</i><br><br><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br><i>None applicable.</i> | N/A   |
| <b>4.5-3</b> Cumulative land use and planning incompatibilities. Based on the analysis below, the cumulative impact is <i>less than significant</i> .                            | LS   | <u>Project Specific Mitigation Measure(s)</u><br><i>None required.</i><br><br><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br><i>None applicable.</i> | N/A   |
| <b>4.6 Noise</b>   |  |  |   |
| <b>4.6-1</b> Construction noise and vibration. Based on the analysis below, the impact is <i>less than significant</i> .   | LS   | <u>Project Specific Mitigation Measure(s)</u><br><i>None required.</i>   | N/A   |

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|--------|---|---|--|
|        |   | <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u></p> <p><b>3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</b> 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:</p> <ul style="list-style-type: none"> <li>Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays.</li> <li>All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>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.</li> </ul> |  |

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|--------|---|--|--|
|        |   | <ul style="list-style-type: none"> <li>• All motorized construction equipment shall be shut down when not in use to prevent idling.</li> <li>• 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).</li> <li>• 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.</li> <li>• 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.</li> <li>• 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</li> </ul> |  |

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|--|--|--|---|
|  |  | <p>construction noise levels by approximately 8–10 dB (EPA 1971).</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p>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.</p> |   |
| <b>4.6-2 Transportation noise at existing sensitive receptors. Based on the analysis below, the impact is less than significant.</b> | LS   | <p><u>Project Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p>  | PS  |
| <b>4.6-3 Transportation noise and vibration at new sensitive receptors. Based on the analysis below and with</b>                     | PS   | <p><u>Project-Specific Mitigation Measure(s)</u></p> <p>4.6-3(a) <i>In conjunction with submittal of Improvement Plans for the</i></p>   | LS  |

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|---|--|--|---|
| <b>implementation of mitigation, the impact is less than significant.</b> |  | <p>development phase where noise barrier locations are recommended as illustrated in Figure 4.6-2, the applicant shall show on the Improvement Plans that sound walls and/or landscaped berms shall be constructed along US 50, White Rock Road, and Empire Ranch Road. The specific height and locations of the noise barriers shall be confirmed based upon the final approved site and grading plans. See Figure 4.6-2 and Figure 4.6-3 for the recommended noise barrier placement and required wall heights. Wall heights shown in the aforementioned figures are relative to building pad elevations. Noise barrier walls shall be constructed of concrete masonry units, earthen berms, other sound attenuation solution acceptable to the City, or any combination of these materials. Wood is not recommended due to eventual warping and degradation of acoustical performance. Abrupt transitions exceeding two feet in height shall be avoided. The Improvement Plans shall be subject to review and approval by the City Engineer.</p> <p>Alternatively, and at the applicant's discretion, the applicant may submit a site-specific acoustical analysis for a specific development phase where noise barrier locations are recommended in Figure 4.6-2, that is prepared by an acoustical consultant recognized by the City of Folsom to confirm whether sound attenuation is needed, taking into account site-specific conditions (e.g. site design, location of structures, building characteristics, building orientation, etc.) in accordance with adopted noise standards. If sound attenuation is determined necessary, the site-specific acoustical</p> |   |

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|--------|---|---|--|
|        |   | <p><i>analysis shall identify measures to reduce noise impacts to meet the City's noise standards at these locations, including, but not limited to, constructing exterior sound walls, constructing barrier walls and/or berms with vegetation, or other alternative attenuation solution acceptable to the City, provided that the improvement plans are accompanied with the acoustical analysis that confirms whether any proposed alternative solution will meet the adopted City noise standard. The acoustical analysis shall also take into consideration sound attenuation mitigation that may be required of parcels adjacent to the noise barriers.</i></p> <p>4.6-3(b) <i>In conjunction with submittal of the Building Permit for the residential uses with direct exposure to US 50 traffic noise, the applicant shall provide detailed analysis of interior noise levels conducted by a qualified acoustical consultant recognized by the City of Folsom. The analysis shall include detailed noise control measures that are required to achieve compliance with the City of Folsom 45 dB L<sub>dn</sub> interior noise level standard. The noise control measures may include, but are not limited to, installing windows with an STC rating of 35 to 38 for second floor facades and the use of resilient channels for walls parallel to US 50. The construction drawing for the residential uses with direct exposure to US 50 traffic noise shall denote any recommended noise control measures resulting from the analysis, subject to review and approval by the City Community Development Director.</i></p> |  |

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|--|---|--|--|
|  |   | <p>4.6-3(c) <i>In conjunction with submittal of Building Permits, the applicant shall show on the plans that mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation. The building plans shall be subject to review and approval by the City Community Development Director.</i></p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p> |  |
| <b>4.6-4</b> Operational noise from activities on site post development. Based on the analysis below, the impact is <i>less than significant</i> .   | LS  | <p><u>Project-Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p>  | N/A                                    |
| <b>4.6-5</b> Cumulative impacts on noise-sensitive receptors. Based on the analysis below and with implementation of mitigation, the project's contribution to a cumulative impact would be <i>less than significant</i> . | PS  | <p><u>Project-Specific Mitigation Measure(s)</u></p> <p>4.6-5 <i>Implement Mitigation Measures 4.6-3(a) through 4.6-3(c).</i></p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p>   | LS                                     |
| <b>4.7 Public Services, Utilities, and Hydrology</b>   |   |  |  |
| <b>4.7-1</b> Water supply, treatment, and distribution facilities. Based on the analysis below, the impact is <i>less than significant</i> .   | LS  | <p><u>Project-Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u></p> <p><b>3A.18-1: <i>Submit Proof of Surface Water Supply Availability.</i></b></p>   | N/A                                    |

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|--------|---|--|--|
|        |   | <p>a. <i>Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.</i></p> <p><i>Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</i></p> <p><b>3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured. Before the approval of the final subdivision map and issuance of</b></p> |  |

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|--|---|--|--|
|  |   | <i>building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</i> |  |
| <b>4.7-2 Wastewater collection and treatment services. Based on the analysis below, the impact is less than significant.</b> | LS  | <p><u>Project Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u></p> <p><b>3A.16-1: Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</b> Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation</p>   | N/A                                    |

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|---|---|--|--|
|   |   | <p><i>Fee – Folsom South Area Facilities Plan,” or other sureties to the City’s satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</i></p> <p><b>3A.16-3: Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</b><br/> <i>The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.</i></p> |  |
| <b>4.7-3 Solid waste services. Based on the analysis below, the impact is less than significant.</b>                | LS  | <p><u>Project-Specific Mitigation Measure(s)</u><br/> <i>None required.</i></p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br/> <i>None applicable.</i></p>  | N/A                                    |
| <b>4.7-4 Adequate police protection services. Based on the analysis below, the impact is less than significant.</b> | LS  | <p><u>Project-Specific Mitigation Measure(s)</u><br/> <i>None required.</i></p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br/> <i>None applicable.</i></p>  | N/A                                    |

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|---|---|---|--|
| <b>4.7-5 Adequate fire protection and emergency medical services. Based on the analysis below, the impact is less than significant.</b> | LS  | <p><u>Project-Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u></p> <p><b>3A.14-2: Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval. To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</b></p> <ol style="list-style-type: none"> <li><i>Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation</i></li> </ol> | N/A                                    |

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|--------|---|--|--|
|        |   | <p><i>of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</i></p> <p>2. <i>Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</i></p> <p><i>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</i></p> <p>3. <i>Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads;</i></p> |  |

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**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact | Level of Significance Prior to Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|--------|---|---|--|
|        |   | <p><i>total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</i></p> <p>4. <i>Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</i></p> <p><i>[NOTE: The project is not located within the EDHFD]</i></p> <p><i>The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</i></p> <p><b>3A.14-3: Incorporate Fire Flow Requirements into Project Designs.</b> <i>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and</i></p> |  |

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| Impact  | Level of Significance Prior to Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|---|---|--|--|
|   |   | <i>shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</i> |  |
| <b>4.7-6 Adequate school capacity. Based on the analysis below, the impact is less than significant.</b>  | LS  | <u>Project-Specific Mitigation Measure(s)</u><br>None required.<br><br><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br>None applicable.   | N/A                                    |
| <b>4.7-7 Increase the demand for library services. Based on the analysis below, the impact is less than significant.</b>  | LS  | <u>Project-Specific Mitigation Measure(s)</u><br>None required.<br><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br>None applicable.   | N/A                                    |
| <b>4.7-8 Adequate parks and recreation facilities. Based on the analysis below, the impact is less than significant.</b>  | LS  | <u>Project-Specific Mitigation Measure(s)</u><br>None required.<br><br><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br>None applicable  | N/A                                    |
| <b>4.7-9 Increase the demand for dry utilities. Based on the analysis below, the impact is less than significant.</b>   | LS  | <u>Project-Specific Mitigation Measure(s)</u><br>None required.<br><br><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br>None applicable.   | N/A                                    |
| <b>4.7-10 Substantially alter the drainage pattern of the site or area, or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Based on the</b> | LS  | <u>Project-Specific Mitigation Measure(s)</u><br>None required.<br><br><u>FPASP EIR/EIS Applicable Mitigation Measure(s)</u><br><br><b>3A.3-1a: Design Stormwater Drainage Plans and Erosion and</b>               | N/A                                    |

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|--|---|--|--|
| analysis below, the impact is less than significant. |   | <p><i>Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features. To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</i></p> <p><i>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality</i></p> |  |

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|        |   | <p><i>Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</i></p> <p><i>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality</i></p> |  |

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|--------|---|--|--|
|        |   | <p><i>effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</i></p> <p><i>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins.</i></p> <p><i>Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that preproject conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</i></p> <p><i>See FEIR/FEIS Appendix S showing that the detention basin in</i></p> |  |

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|--------|---|--|--|
|        |   | <p><i>the northeast corner of the SPA has been moved off stream.</i></p> <p><i>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 in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</i></p> <p><b>3A.7-3:</b> <i><b>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</b> Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases.</i></p> <p><i>For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El</i></p> |  |

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|--------|---|--|--|
|        |   | <p><i>Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with roadway development.</i></p> <p><i>For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of a grading permit. The plan shall be consistent with Sacramento County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin.</i></p> <p><i>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation</i></p> |  |

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|--------|---|---|--|
|        |   | <p><i>after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</i></p> <p><i>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).</i></p> <p><i>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.</i></p> <p><b>3A.7-5: Divert Seasonal Water Flows Away from Building Foundations.</b> <i>The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</i></p> <p><b>3A.8-7: Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control</b></p> |  |

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|        |   | <p><i><b>District.</b> To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City's jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</i></p> <ul style="list-style-type: none"> <li>• <i>Description of the project.</i></li> <li>• <i>Description of detention basins and all water features and facilities that would control on-site water levels.</i></li> <li>• <i>Goals of the plan.</i></li> <li>• <i>Description of the water management elements and features that would be implemented, including:</i> <ul style="list-style-type: none"> <li>i. <i>BMPs that would implemented on-site;</i></li> <li>ii. <i>public education and awareness;</i></li> <li>iii. <i>sanitary methods used (e.g., disposal of</i></li> </ul> </li> </ul> |  |

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|--------|---|---|--|
|        |   | <p>garbage);</p> <p>iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and</p> <p>v. stormwater management (consistent with Stormwater Management Plan).</p> <ul style="list-style-type: none"> <li>Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association).</li> </ul> <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth;</li> <li>perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area;</li> <li>design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of</li> </ul> |  |

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|        |   | <p><i>sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling;</i></p> <p>iv. <i>coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations;</i></p> <p>v. <i>enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality;</i></p> <p>vi. <i>if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-laying (female mosquitoes can fly through pipes); and</i></p> <p>vii. <i>design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008).</i></p> <p><i>The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).</i></p> <p><b>3A.9-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. Prior to the issuance of grading permits, the project applicant(s) of all projects</b></p> |  |

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|        |   | <p><i>disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</i></p> <ul style="list-style-type: none"> <li><i>the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</i></li> <li><i>the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;</i></li> </ul> |  |

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|        |   | <ul style="list-style-type: none"> <li>the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;</li> <li>spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;</li> <li>personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and</li> <li>the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.</li> </ul> <p>Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.</p> <ul style="list-style-type: none"> <li>Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt</li> </ul> |  |

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|        |   | <p><i>basins and traps, geofabric, sandbag dikes, and temporary vegetation.</i></p> <ul style="list-style-type: none"> <li><i>Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</i></li> <li><i>Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.</i></li> </ul> <p><i>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</i></p> <p><i>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</i></p> <p><i>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</i></p> |  |

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|        |   | <p><i>Sacramento Counties, or Caltrans).</i></p> <p><b>3A.9-2:</b> <i><b>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</b> Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</i></p> <p><i>The plans shall include, but not be limited to, the following items:</i></p> <ul style="list-style-type: none"> <li><i>• an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff;</i></li> <li><i>• runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase;</i></li> </ul> |  |

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|        |   | <ul style="list-style-type: none"> <li>• a description of the proposed maintenance program for the on-site drainage system;</li> <li>• project-specific standards for installing drainage systems;</li> <li>• City and El Dorado County flood control design requirements and measures designed to comply with them;</li> </ul> <p>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>i. use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</li> <li>ii. enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li> <li>iii. bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock</li> </ul> |  |

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|        |   | <p><i>stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;</i></p> <p>iv. <i>minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</i></p> <p>v. <i>minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.</i></p> <p><i>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</i></p> |  |

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| Impact  | Level of Significance Prior to Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|---|---|--|--|
|   |   | <i>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 El Dorado County.</i>  |  |
| <b>4.7-11</b> Create or contribute substantial additional sources of polluted runoff, violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality during construction of the project. Based on the analysis below, the impact is <i>less than significant</i> . |   | <p><u>Project-Specific Mitigation Measure(s)</u><br/>None required.</p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u></p> <p><b>3A.9-3:</b> <i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> <li>• A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>• Predevelopment and postdevelopment calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of</li> </ul> |  |

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| Impact | Level of Significance Prior to Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|--------|---|--|--|
|        |   | <p><i>Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004).</i></p> <ul style="list-style-type: none"> <li>• <i>Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.</i></li> <li>• <i>A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.</i></li> <li>• <i>LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:</i> <ul style="list-style-type: none"> <li>i. <i>surface swales;</i></li> <li>ii. <i>replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</i></li> <li>iii. <i>impervious surfaces disconnection; and</i></li> <li>iv. <i>trees planted to intercept stormwater.</i></li> </ul> </li> </ul> <p><i>New stormwater facilities shall be placed along the natural</i></p> |  |

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| <b>Impact</b>  | <b>Level of Significance Prior to Mitigation</b> | <b>Mitigation Measures</b>   | <b>Level of Significance After Mitigation</b> |
|--|--|--|---|
|  |  | <p><i>drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</i></p> <p><i>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</i></p> <p><i>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 El Dorado County and Caltrans.</i></p> |   |
| <b>4.7-12 Substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Based on the analysis below, the impact is less than significant.</b> | LS   | <p><u>Project-Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br/><i>None applicable.</i></p>  | N/A   |
| <b>4.7-13 Development of the proposed</b>  | LS   | <u>Project-Specific Mitigation Measure(s)</u>  | N/A   |

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| Impact   | Level of Significance Prior to Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|--|---|---|--|
| project, in combination with future buildout in the City of Folsom, would increase demand for additional public services and utilities. Based on the analysis below, the cumulative impact is <i>less than significant</i> . |   | <i>None required.</i><br><br><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br><i>None applicable.</i>   |  |
| <b>4.7-14</b> Cumulative impacts to hydrology and water quality. Based on the analysis below, the impact is <i>less than significant</i> .   | LS  | <u>Project-Specific Mitigation Measure(s)</u><br><i>None required.</i><br><br><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br><i>None applicable.</i>  | N/A                                    |
| <b>4.8 Transportation, Traffic, and Circulation</b>  |   |   |  |
| <b>4.8-1</b> Short-term impacts related to construction activities. Based on the analysis below and with implementation of mitigation, the impact is <i>less than significant</i> .  | PS  | <u>Project-Specific Mitigation Measure(s)</u><br><br><b>4.8-1</b> Prior to the beginning of construction, the applicant shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by any affected agencies, if necessary. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include the following:<br><br><ul style="list-style-type: none"> <li>Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns.</li> </ul> | LS                                     |

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| Impact   | Level of Significance Prior to Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|--|---|---|--|
|  |   | <ul style="list-style-type: none"> <li>• Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage.</li> <li>• Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.</li> <li>• Description of driveway access plan including provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.</li> </ul> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br/> None applicable.</p> |  |
| <b>4.8-2 Impacts to study intersections. Based on the analysis below, even with mitigation, the impact is significant and unavoidable.</b> | PS  | <p><u>Project-Specific Mitigation Measure(s)</u></p> <p>4.8-2(a) Prior to issuance of a building permit, the project applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.</p> <p>4.8-2(b) Prior to issuance of a building permit, the project applicant shall pay a fair share through the PFFP fee to the City of Folsom towards the addition of a westbound right-turn lane to the White Rock Road/Placerville Road intersections.</p>   | SU                                     |

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact | Level of Significance Prior to Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|--------|---|--|--|
|        |   | <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u></p> <p><b>3A.15-1c:</b> <i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28). To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.</i></p> <p><b>3A.15-4d:</b> <i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21). To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</i></p> <p><b>3A.15-4e:</b> <i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23). To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other</i></p> |  |

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| Impact | Level of Significance Prior to Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|--------|---|---|--|
|        |   | <p><i>appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</i></p> <p><b>3A.15-4f: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</b> To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required:</p> <ul style="list-style-type: none"> <li>• The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane.</li> <li>• The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane.</li> <li>• The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane.</li> <li>• The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane.</li> </ul> <p><i>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection (Folsom Intersection 24).</i></p> |  |

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| <b>Impact</b>   | <b>Level of Significance Prior to Mitigation</b> | <b>Mitigation Measures</b>  | <b>Level of Significance After Mitigation</b> |
|---|--|---|---|
| <b>4.8-3 Impacts to study freeway facilities. Based on the analysis below, even with mitigation, the impact is significant and unavoidable.</b> | PS   | <p><u>Project-Specific Mitigation Measure(s)</u></p> <p>4.8-3 Prior to issuance of a building permit, the applicant shall pay the applicable CIP fee, which includes a contribution toward the construction of auxiliary lanes on US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road, to the Community Development Department.</p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u></p> <p><b>3A.15-1s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</p> <p><b>3A.15-1u: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS between</p> | SU  |

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| Impact | Level of Significance Prior to Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|--------|---|---|--|
|        |   | <p><i>Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i></p> <p><b>3A.15-1x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).</p> <p><b>3A.15-1y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</b> To ensure that Eastbound U.S. 50 operates</p> |  |

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| Impact | Level of Significance Prior to Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|--------|---|--|--|
|        |   | <p><i>at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</i></p> <p><b>3A.15-1z:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</i></p> <p><b>3A.15-1aa:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9). To ensure that Eastbound U.S. 50</i></p> |  |

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|--------|---|--|--|
|        |   | <p><i>operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</i></p> <p><b>3A.15-1dd: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).</p> <p><b>3A.15-1ee: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</b> To ensure that Westbound</p> |  |

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|--------|---|---|--|
|        |   | <p><i>U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).</i></p> <p><b>3A.15-Iff:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></p> <p><b>3A.15-Igg:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road</i></p> |  |

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|--------|---|--|--|
|        |   | <p><i>direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).</i></p> <p><b>3A.15-4s:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5). To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</i></p> <p><i>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact.</i></p> |  |

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|--------|---|--|--|
|        |   | <p><i>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i></p> <p><b>3A.15-4t:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6). To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></p> <p><b>3A.15-4u:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6). To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City</i></p> |  |

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|--------|---|--|--|
|        |   | <p><i>Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</i></p> <p><b>3A.15-4v:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7). To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road</i></p> |  |

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|--------|---|--|--|
|        |   | <p><i>Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</i></p> <p><b>3A.15-4w:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8). To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i></p> <p><b>3A.15-4x:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27). To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of</i></p> |  |

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| Impact  | Level of Significance Prior to Mitigation | Mitigation Measures  | Level of Significance After Mitigation |
|---|---|--|--|
|   |   | <p><i>funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).</i></p> <p><b>3A.15-4y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</b> To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p> |  |
| <p><b>4.8-4 Impacts on bicycle and pedestrian facilities. Based on the analysis below, the impact is less than significant.</b></p> | <p>LS</p>                                 | <p><u>Project-Specific Mitigation Measure(s)</u><br/><i>None required.</i></p> <p><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u></p> <p><b>3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes.</b> The project applicant(s) for any particular discretionary development application including commercial or</p>   | <p>N/A</p>                             |

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| Impact  | Level of Significance Prior to Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|---|---|---|--|
|   |   | <p><i>mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections.</i></p> <p><i>The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</i></p> |  |
| <b>4.8-5 Impacts on the transit system. Based on the analysis below, the impact is less than significant.</b> | <b>LS</b>                                 | <u>Project-Specific Mitigation Measure(s)</u><br><i>None required.</i><br><br><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br><i>None applicable.</i>  | <b>N/A</b>                             |

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| <b>Impact</b>   | <b>Level of Significance Prior to Mitigation</b> | <b>Mitigation Measures</b>   | <b>Level of Significance After Mitigation</b> |
|---|--|--|---|
| <b>4.8-6 Cumulative impacts to study intersections. Based on the analysis below and with implementation of mitigation, the impact is less than significant.</b> | PS   | <u>Project-Specific Mitigation Measure(s)</u><br><br>4.8-6 Prior to issuance of a building permit, the project applicant shall pay a fair share fee to the City of Folsom towards the addition of a channelized westbound right-turn lane to the Scott Road/Easton Valley Parkway intersection.<br><br><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br>None applicable. | LS  |
| <b>4.8-7 Cumulative impacts to study freeway facilities. Based on the analysis below, the impact is less than significant.</b>                                  | LS   | <u>Project-Specific Mitigation Measure(s)</u><br>None required.<br><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br>None applicable.   | N/A   |
| <b>4.8-8 Cumulative impacts to bicycle and pedestrian facilities. Based on the analysis below, the impact is less than significant.</b>                         | LS   | <u>Project-Specific Mitigation Measure(s)</u><br>None required.<br><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br>None applicable.   | N/A   |
| <b>4.8-9 Cumulative impacts to the transit system. Based on the analysis below, the impact is less than significant.</b>  | LS   | <u>Project-Specific Mitigation Measure(s)</u><br>None required.<br><u>FPASP EIR/EIR Applicable Mitigation Measure(s)</u><br>None applicable.   | N/A   |
| <b>INITIAL STUDY MITIGATION MEASURES</b>  |  |  |   |
| <b>Geology and Soils.</b><br><i>Would the Project:</i><br>a. Expose people or structures to potential substantial adverse effects, including the                | PS   | VI-1 Prior to issuance of a grading permit, the applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical   | LS  |

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|---|--|---|---|
| <p>risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> <li>i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault?</li> <li>ii. Strong seismic ground shaking?</li> <li>iii. Seismic-related ground failure, including liquefaction?</li> <li>iv. Landslides?</li> </ul>                        |  | <p><i>report are properly incorporated and utilized in the design.</i></p> <p><i>VI-2 All foundation plans shall be reviewed and approved by the Building Safety Division, respectively, prior to issuance of building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.</i></p> <p><i>VI-3 Prior to initiation of ground disturbance, a geotechnical engineer shall develop a program to monitor the sites during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The monitoring program shall be subject to review and approval by the Folsom Community Development Department.</i></p> |   |
| <p><b>Hydrology and Water Quality.</b></p> <p><i>Would the project:</i></p> <ul style="list-style-type: none"> <li>g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</li> <li>h. Place within a 100-year floodplain structures which would impede or redirect flood flows?</li> <li>i. Expose people or structures to a significant risk of loss, injury or death</li> </ul> | PS   | <p><i>IX-1 Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.</i></p> <p><i>Prior to submittal of tentative maps or improvement plans to the City of Folsom, the project applicant(s) of all project phases shall conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works</i></p>  | LS  |

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|---|--|---|---|
| involving flooding, including                             |  | Department.   |   |
| <b>OTHER APPLICABLE FPASP EIR/EIS MITIGATION MEASURES</b> |  |   |   |
| <b>3A.7-4:</b>  |  | <i><b>Prepare a Seismic Refraction Survey and Obtain Appropriate Permits for all On-Site and Off-site Elements East of Old Placerville Road.</b> Before the start of all construction activities east of Old Placerville Road, the project applicant(s) for any discretionary development application shall retain a licensed geotechnical engineer to perform a seismic refraction survey. Project-related excavation activities shall be carried out as recommended by the geotechnical engineer. Excavation may include the use of heavy-duty equipment such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the relevant City or county jurisdiction prior to the start of any blasting activities.</i> |   |
|   |  | <i>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).</i>  |   |
| <b>3B.7-1b:</b>   |  | <i><b>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</b> Isolation valves or similar devices shall be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of pipeline rupture, as recommended by a licensed geotechnical or civil engineer. The specifications of the isolation valves shall conform to the CBC and American Water Works Association standards.</i>  |   |
| <b>3B.7-4:</b>  |  | <i><b>Implement Corrosion Protection Measures.</b> As determined appropriate by a licensed geotechnical or civil engineer, the City shall ensure that all underground metallic fittings, appurtenances, and piping include a cathodic protection system to protect these facilities from corrosion.</i>   |   |
| <b>3A.15-1a:</b>  |  | <i><b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</b> To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).</i>   |   |
| <b>3A.15-1b:</b>  |  | <i><b>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/ Blue Ravine Road Intersection (Intersection 2).</b> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).</i>   |   |
| <b>3A.15-1e:</b>  |  | <i><b>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 4I).</b> To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn</i>  |   |

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|------------------|---|---|--|
|                  |   | <i>lane. The applicant shall fund and construct these improvements.</i>   |  |
| <b>3A.15-If:</b> |   | <b><i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i></b> To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.  |  |
| <b>3A.15-Ih:</b> |   | <b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></b> To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2). |  |

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|------------------|--|--|---|
| <b>3A.15-Ii:</b> |  | <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3). Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</i> |   |
| <b>3A.15-Ij:</b> |  | <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10). To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</i>   |   |
| <b>3A.15-Il:</b> |  | <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3). To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).</i>  |   |
| <b>3A.15-Io:</b> |  | <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4).</i><br><br><i>To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.</i>   |   |

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| <b>3A.15-1p:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i> To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding.   |   | <ul style="list-style-type: none"> <li>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</li> </ul> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p> |  |
| <b>3A.15-1q:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).  |   |  |  |
| <b>3A.15-1r:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3). |   |  |  |
| <b>3A.15-1v:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project.   |   | <p>Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between</p>   |  |

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|---|---|---|--|
| <i>Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i> |   |   |  |
| <b>3A.15-1w:</b>  |   | <b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4). |  |
| <b>3A.15-1hh:</b>   |   | <b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).                                 |  |
| <b>3A.15-1ii:</b>   |   | <b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).  |  |
| <b>3A.15-2b:</b>  |   | <b>Participate in the City's Transportation System Management Fee Program.</b> The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.  |  |
| <b>3A.15-2c:</b>  |   | <b>Participate with the 50 Corridor Transportation Management Association.</b> The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.  |  |
| <b>3A.15-3:</b>   |   | <b>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</b> In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.  |  |

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|------------------|--|--|---|
| <b>3A.15-4a:</b> |  | <i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2). To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).</i>  |   |
| <b>3A.15-4b:</b> |  | <i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6). To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</i>  |   |
| <b>3A.15-4c:</b> |  | <i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7). To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</i>   |   |
| <b>3A.15-4g:</b> |  | <i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33). To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.</i>   |   |
| <b>3A.15-4i:</b> |  | <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3). To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i> |   |

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|------------------|---|--|--|
| <b>3A.15-4j:</b> |   | <b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</i></b> To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).<br><br><i>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</i>   |  |
| <b>3A.15-4k:</b> |   | <b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</i></b> To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).<br><br><i>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</i>  |  |
| <b>3A.15-4l:</b> |   | <b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segment s 12-13).</i></b> To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes.<br><i>Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i> |  |

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;



**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact  | Level of Significance Prior to Mitigation | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---------------------|--|
| <p><b>3A.15-4m:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22). To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County.</i></p> <p><i>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></p> |   |                     |  |
| <p><b>3A.15-4n:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28). To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i></p>   |   |                     |  |
| <p><b>3A.15-4o:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1). To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right.</i></p> <p><i>Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></p>   |   |                     |  |
| <p><b>3A.15-4p:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1). To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left- through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></p>  |   |                     |  |

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;

**TABLE 2-1  
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

| Impact   | Level of Significance Prior to Mitigation | Mitigation Measures   | Level of Significance After Mitigation |
|--|---|---|--|
| <b>3A.15-4q:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</i>     |   | <p><i>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p>     |  |
| <b>3A.15-4r:</b> <i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3). To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</i> |   | <p><i>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i></p> |  |

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable;

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### 3. PROJECT DESCRIPTION

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# 3

## PROJECT DESCRIPTION

### 3.1 INTRODUCTION

The Project Description chapter of the EIR provides a comprehensive description of the physical environmental conditions in the vicinity of the Russell Ranch Project (proposed project), as they exist at the time the Notice of Preparation is published. Pursuant to CEQA Guidelines Section 15124, this chapter includes project location, setting, objectives, components, and a list of permits and other approvals required to implement the project. It should be noted that detailed discussions of the existing setting concerning the potential impact areas, are included in each technical chapter of this EIR.

### 3.2 PROJECT LOCATION

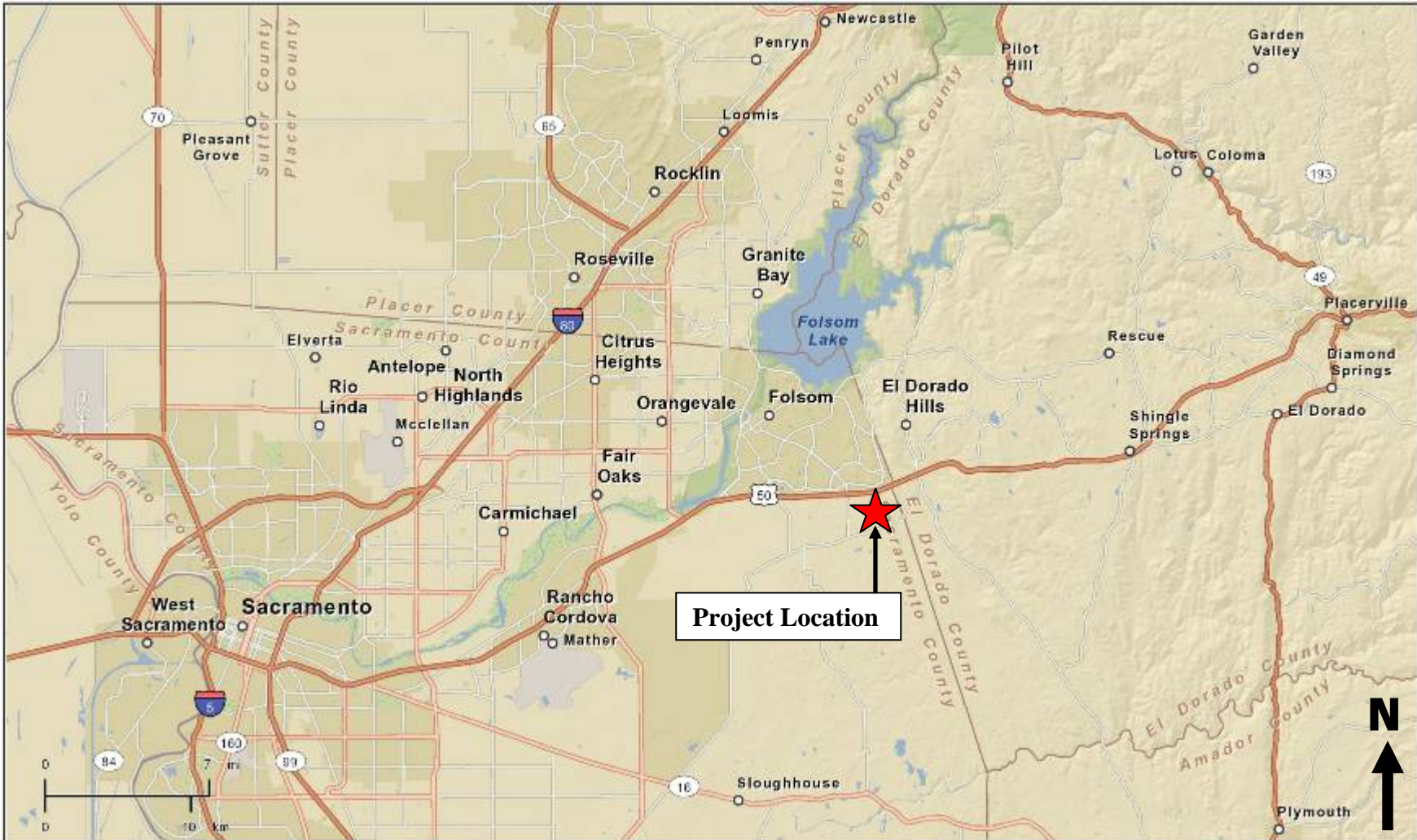
The proposed project site is located within the City of Folsom, which is within Sacramento County, California (see Figure 3-1). As illustrated in Figure 3-1, the City of Folsom is located approximately 15 miles northeast of the City of Sacramento, south of Folsom Lake. The project site is in the southeastern section of the City of Folsom, on the southern side of U.S. Highway 50 (US 50), near the Sacramento County/El Dorado County boundary to the east. The proposed project site is situated within the eastern Hillside District of the Folsom Plan Area Specific Plan (FPASP) (see Figure 3-2). The project site consists of approximately 429.7 acres and is bounded by US 50 to the north, White Rock Road to the south, and Placerville Road and a rail line, known as the Sacramento-Placerville Transportation Corridor (SPTC), to the west. The SPTC has not been in commercial service since the late 1980's; however, the line is currently used for weekend excursion trains and other special events, with train operations ranging from five to 13 excursions per day on Saturdays and Sundays. The site is identified as Sacramento County Assessor's Parcel Numbers (APN) 072-0070-033 and 072-0270-138.

The proposed project includes off-site infrastructure for water, sewer and road improvements necessary to serve the planned development. Off-site improvements required would provide service to other projects within the FPASP. Off-site infrastructure sized for other parts of the FPASP include a sewer lift station and mains, potable water main improvements to bring water to the site, booster pump stations and a storage tank, and roadway and drainage improvements. Construction of the off-site infrastructure would provide benefits to the entire plan area. Further detail regarding off-site improvements can be found below.

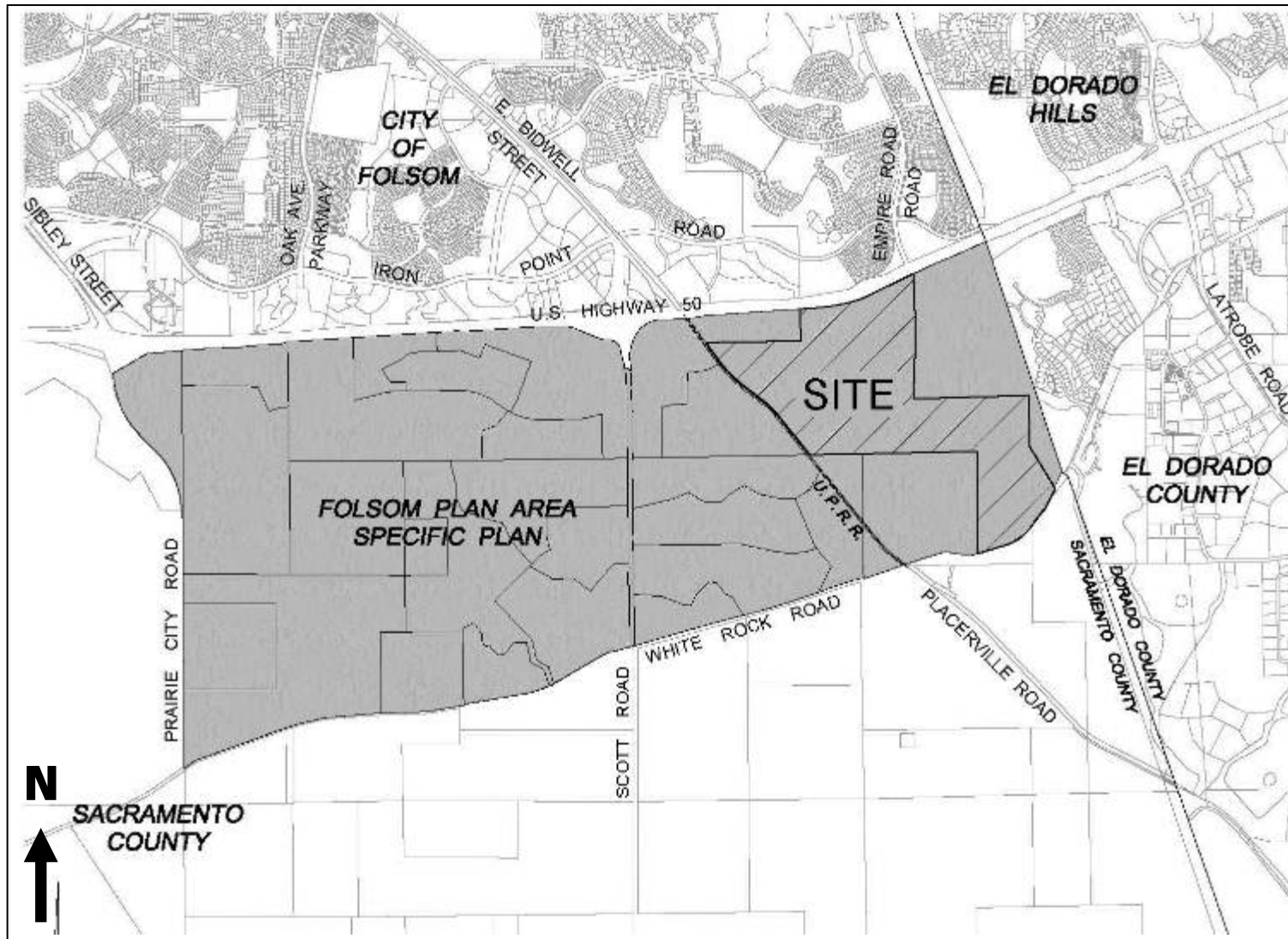
### 3.3 PROJECT SETTING AND SURROUNDING LAND USES

The project site is undeveloped hillside covered by annual grasslands, comprised of hillside slopes, hilltops, valleys, and seasonal drainage tributaries of Alder and Carson Creeks. The site has been historically used for cattle grazing, and four existing telecommunication facilities are located on the northeastern hilltop of the site.

**Figure 3-1  
Regional Project Location**



**Figure 3-2**  
**Project Vicinity Map**



The project is part of the approved FPASP, which is a comprehensively planned community that proposes new development based upon principles of “Smart Growth” and Transit Oriented Development. The FPASP includes a mix of residential, commercial, employment and public uses complemented by recreational amenities, including a significant system of parks and open spaces, all within close proximity to one another. The project would fit into the overall planned community, with development of the full FPASP expected to occur over approximately a thirty-year horizon. Table 3-1 shows the existing land use designations, for the approved FPASP.

| <b>Table 3-1<br/>Existing FPASP Land Use</b> |              |                    |
|--|--------------|--------------------|
| <b>Land Use</b>                              | <b>du/ac</b> | <b>Total Acres</b> |
| Single Family                                | 1-4          | 557.8              |
| Single Family High Density                   | 4-7          | 532.5              |
| Multi-Family Low Density                     | 7-12         | 266.7              |
| Multi-Family Medium Density                  | 12-20        | 67.0               |
| Multi-Family High Density                    | 20-30        | 49.9               |
| Mixed-Use District                           | 9-30         | 59.1               |
| Office Park                                  |              | 89.2               |
| Community Commercial                         |              | 38.8               |
| General Commercial                           |              | 212.9              |
| Regional Commercial                          |              | 110.8              |
| Parks – Community West                       |              | 44.5               |
| Parks – Community East                       |              | 26.1               |
| Parks – Neighborhood                         |              | 47.6               |
| Parks – Local                                |              | 3.5                |
| High School-Middle School                    |              | 79.6               |
| Elementary School                            |              | 51.0               |
| Country Day School                           |              | 48.7               |
| Circulation Improvements                     |              | 171.6              |
| Open Space                                   |              | 1,053.1            |
| <b>Specific Plan Area Total</b>              |              | <b>3,510.4</b>     |
| <i>Note; du/ac = dwelling units per acre</i> |              |                    |
| <i>Source: FPASP EIR/EIS, May 2011.</i>      |              |                    |

Existing land uses surrounding the proposed Russell Ranch Project site include single-family residential development and several major retail centers across US 50 to the north; El Dorado County housing developments and the El Dorado Hills Town Center to the east; open grasslands across White Rock Road to the south; and the open grasslands to the west.

The nearest developed residential area is located over 400 feet north of the project site, opposite of US 50. In addition, a nearby developed residential area is located approximately 850 feet to the east of the project site, opposite of the Sacramento/El Dorado County boundary. Russell

Ranch Elementary School is located approximately 0.40-miles northeast of the project site, and Vista Del Lago High School is located approximately 0.80-miles north of the project site.

The nearest existing commercial development is north of US 50, and consists of mixed use commercial, medical offices, business professional, an existing and planned hospital, and various retail outlets.

### **3.4 PROJECT OBJECTIVES**

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Pursuant to CEQA Guidelines Section 15124 a clearly written statement of project objectives shall be provided by the applicant in order to develop a reasonable range of alternatives to evaluate in the EIR and would aid in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives shall include the underlying purpose of the project. The following project objectives have been developed by the applicant:

- Provide for a mix of private and public land uses, balanced with active and passive recreational and open space that integrates housing with increased public open spaces, enhances the regional recreational trail network, provides for an active public park area as well as a private recreational facility, and provides for an elementary school facility site consistent with the FPASP, and all in an overall design consistent with Folsom design standards and Smart Growth Principles to the extent feasible.
- Create a residential community in an area within the SACOG Blueprint for regional planned growth that provides for a range of lot sizes and home types that will accommodate choices for various age and income demographics within the FPASP area south of US 50.
- Develop a residential hillside community that will allow for lower density development that integrates new homes on the hillside in a manner that blends into the natural surroundings, and preserves and increases natural resource and open space areas.
- Accommodate projected regional growth in a location contemplated by the SACOG Blueprint, and which is adjacent to existing and planned infrastructure, urban services, transportation corridors, and major employment centers within the FPASP south of US 50.
- Place residential uses near existing jobs and services to reduce vehicle miles traveled.
- Create pedestrian-friendly development that promotes and enhances opportunities for non-motorized transportation including bicycling, jogging, and walking via designated bike lanes and/or a pedestrian friendly trail system.
- Design a residential community that promotes social and community connectivity by providing pedestrian linkages within the project site from neighborhood to neighborhood, to active park spaces, through passive open space areas and connection to future planned areas within the FPASP and other areas within the City of Folsom located north of US 50.
- Develop a project that reduces commercial zoning consistent with City objectives to:
  1. Ensure reasonable market absorption of commercial development both north and south of US 50;



2. Balance residential and commercial development City-wide and in a manner consistent with SACOG Blueprint jobs/housing balance objectives; and
  3. Take into account topographical challenges that likely would impede commercial development.
- Develop a project that reduces impacts to sensitive environmental resources by reducing density, increasing open space and modifying internal circulation to avoid protected resources.
  - Develop a project in a logically phased manner in order to minimize traffic, sewer and other infrastructure impacts, which will also support the economically feasible installation of infrastructure as development in a new growth area begins.
  - Construct backbone infrastructure improvements in a phased manner consistent with City policy to serve both the project area and other anticipated future development in the FPASP to appropriately plan for necessary infrastructure in a cost effective and efficient manner.

### **3.5 PROJECT COMPONENTS**

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The proposed project requires the following entitlements: General Plan Amendment, Specific Plan Amendment, Amendment to the First Amended and Restated Development Agreement (ARDA), Vesting Tentative Large-Lot and Small-Lot Subdivision Maps, Planned Development Permit and Design Guidelines, Affordable Housing Agreement, and Affordable Housing Plan. The proposed land use and zoning changes would result in a decrease in Single Family (SF), the addition of new Single-Family High Density (SFHD), decrease in Multi-Family Low Density (MLD), elimination of Multi-Family Medium Density (MMD), elimination of General Commercial (GC), and an increase in Parks (P), Open Space (OS), and Public/Quasi-Public (P-QP) from the land uses approved in the FPASP (see Table 3-2 and Figure 3-3).

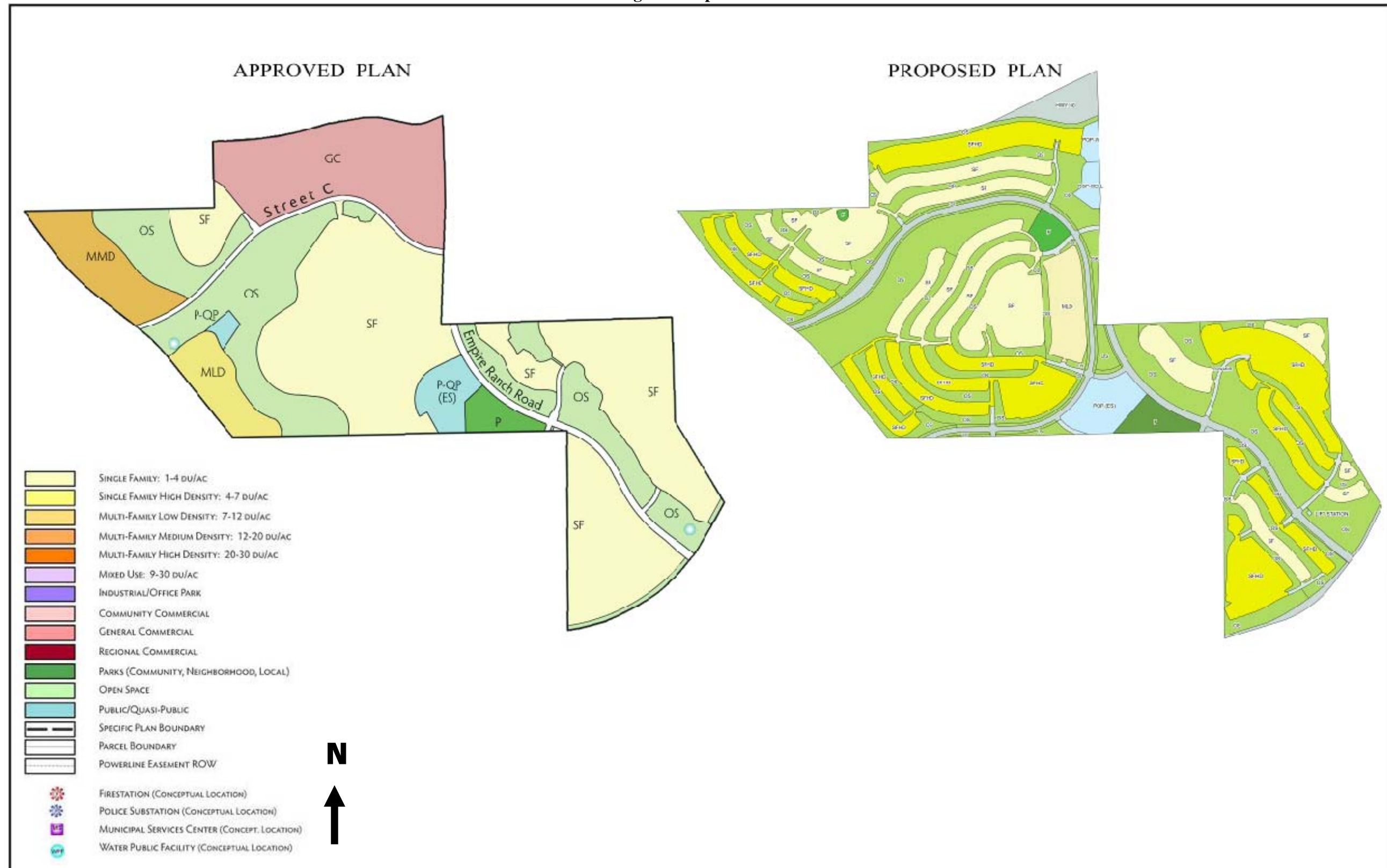
#### **Vesting Tentative Subdivision Maps**

The proposed project includes Large-Lot and Small-Lot Vesting Tentative Subdivision Maps. The Large-Lot Subdivision Map would subdivide the 429.7-acre site into 34 lots by use (see Figure 3-4). The Small-Lot Subdivision Maps would then subdivide the Large-Lot into smaller individual residential lots. The proposed project consists of a 429.7-acre Planned Development, including the development of approximately 875 residential units on 216.9 acres, 164 acres of parks and open space, 14.3 acres of public/quasi-public uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over 3 phases of development (see Figure 3-5).

The proposed Russell Ranch Phase 1 would be located in the center of the project site, and would include the development of approximately 364 residential units, a private park, an elementary school, and water storage (see Figure 3-6). The public park site would be dedicated to the City in the first phase of development and construction timing would be determined by the City. In addition, Phase 1 would include partial improvement of Easton Valley Parkway between Scott Road and Placerville Road. Phase 1 would also include full improvement of Easton Valley Parkway east of Placerville Road to the east property line of the proposed project.

| <b>Table 3-2<br/>Project Land Use Summary</b> |              |              |               |                                 |              |              |               |
|---|--------------|--------------|---------------|---------------------------------|--------------|--------------|---------------|
| <b>Adopted FPASP Land Use Totals</b>          |              |              |               | <b>Proposed Land Use Totals</b> |              |              |               |
| <b>Land Use</b>                               | <b>Acres</b> | <b>Units</b> | <b>Sq. Ft</b> | <b>Land Use</b>                 | <b>Acres</b> | <b>Units</b> | <b>Sq. Ft</b> |
| SF  | 191.6        | 574          |               | SF                              | 88.2         | 281          |               |
| SFHD  | 0            |              |               | SFHD                            | 116.7        | 480          |               |
| MLD   | 15.2         | 139          |               | MLD                             | 12.0         | 114          |               |
| MMD   | 22.2         | 406          |               | MMD                             |              |              |               |
| GC  | 59.5         |              | 380,061       | GC                              |              |              |               |
| OS  | 98.7         |              |               | OS                              | 102.1        |              |               |
| OS - Slope                                    |              |              |               | OS - Slope                      | 53.1         |              |               |
| P-<br>Neighborhood                            | 6.5          |              |               | P-<br>Neighborhood              | 5.3          |              |               |
| P-Private                                     |              |              |               | P-Private                       | 3.5          |              |               |
| P-QP (ES)                                     | 10           |              |               | P-QP (ES)                       | 9.7          |              |               |
| P-QP (W)                                      | 1.8          |              |               | P-QP (W)                        | 1.9          |              |               |
| P-QP (Cell)                                   |              |              |               | P-QP (Cell)                     | 2.6          |              |               |
| P-QP (Lift Sta.)                              |              |              |               | P-QP (Lift<br>Sta.)             | 0.1          |              |               |
| Backbone<br>ROW                               | 16.6         |              |               | Backbone<br>ROW                 | 20.5         |              |               |
| Minor ROW                                     |              |              |               | Minor ROW                       | 6.4          |              |               |
| US 50<br>Interchange<br>ROW                   | 7.6          |              |               | US 50<br>Interchange<br>ROW     | 7.6          |              |               |
| <b>Total</b>                                  | <b>429.7</b> | <b>1,119</b> |               | <b>Total</b>                    | <b>429.7</b> | <b>875</b>   |               |

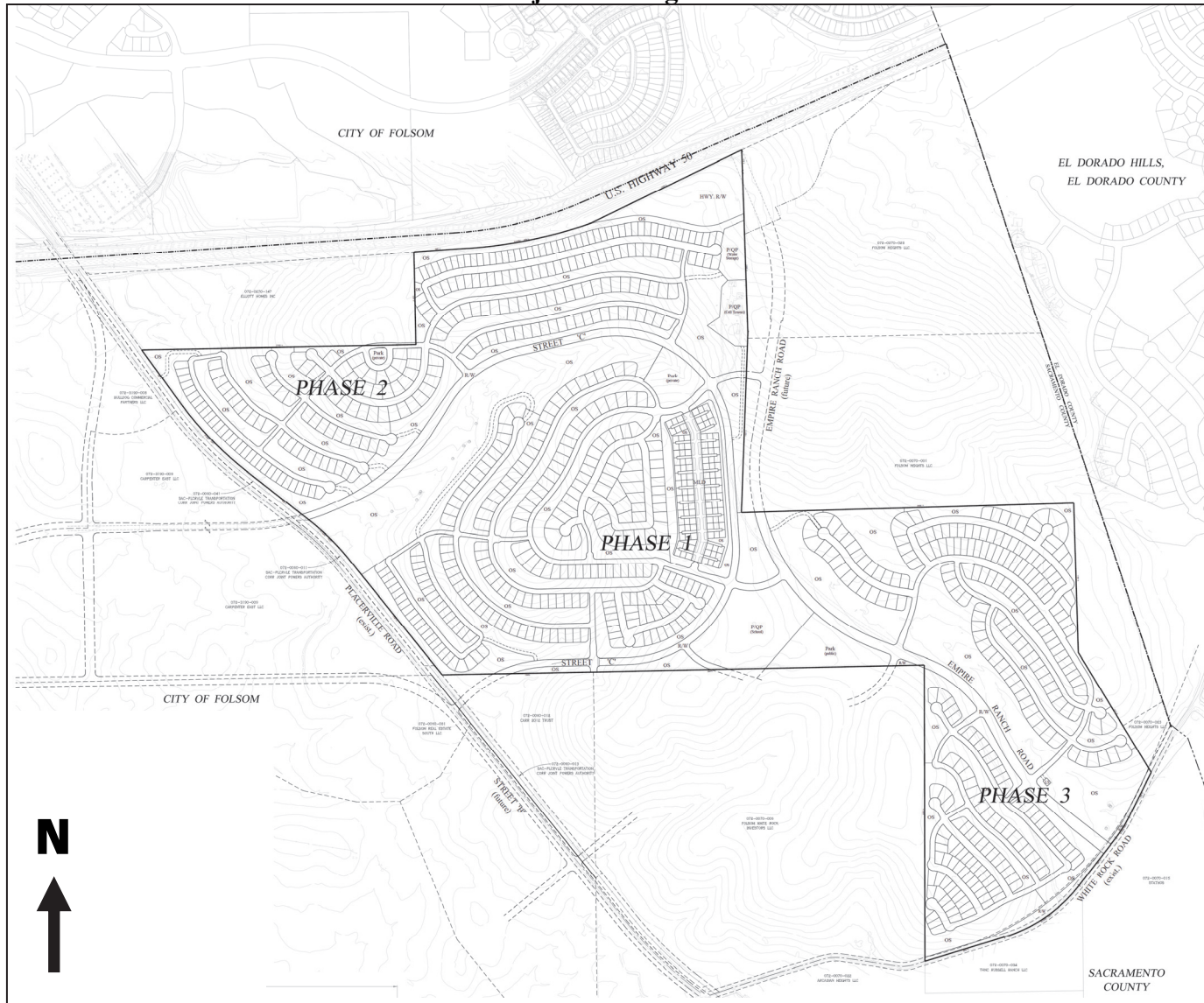
**Figure 3-3**  
**Existing and Proposed Land Use**





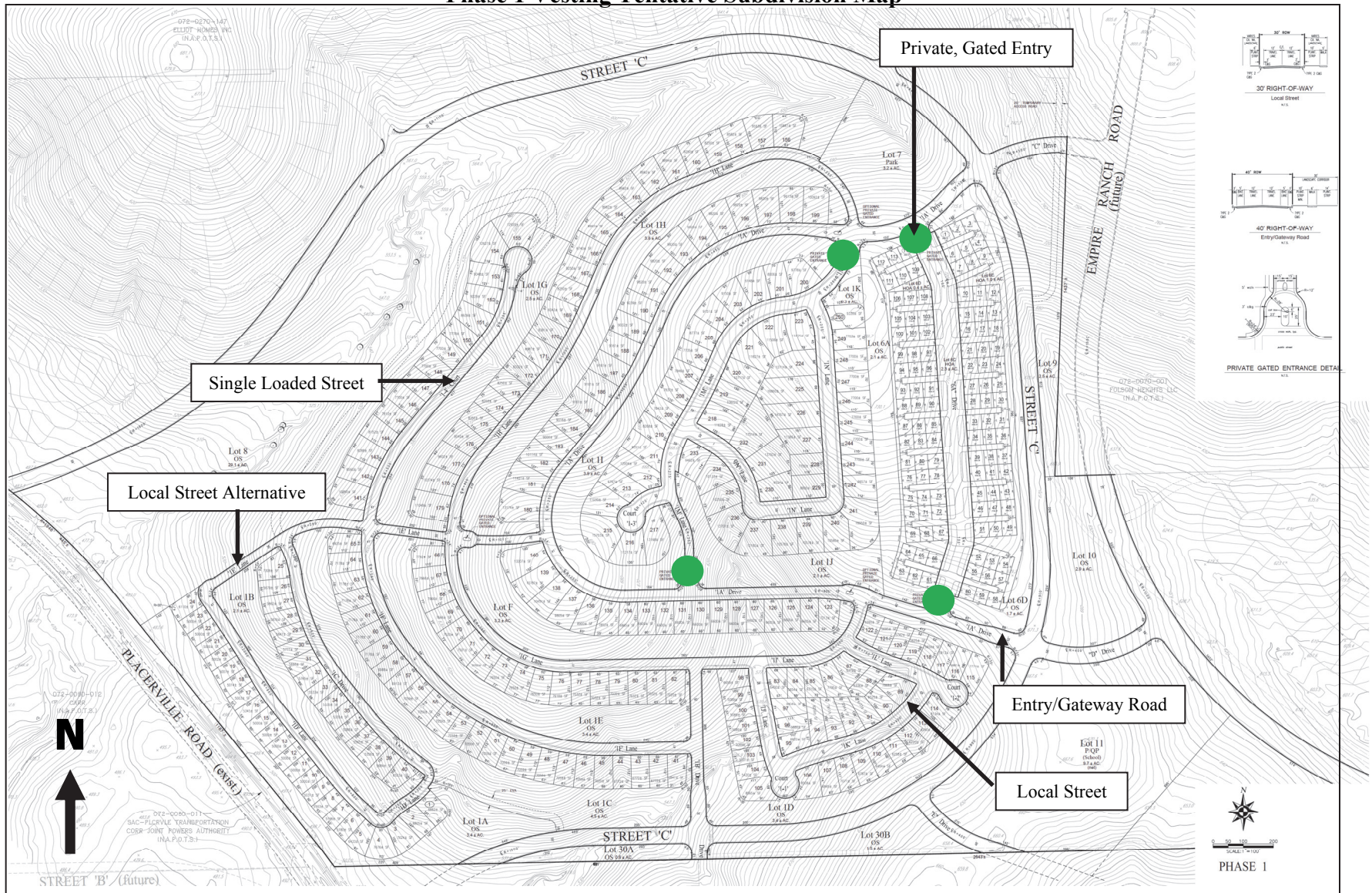


**Figure 3-5  
 Project Phasing Plan**





**Figure 3-6**  
**Phase 1 Vesting Tentative Subdivision Map**



Street C would extend the proposed Easton Valley Parkway and function as a “loop road” connecting to the planned “Street B/Placerville Road” of the FPASP. The Street C loop would provide two points of access to the proposed project in Phase 1. Phase 2 of the proposed project would be located in the northern portion of the project site; and would include the development of approximately 246 residential units and a private park north of the Street C loop see Figure 3-7). Phase 3 would be located in the southern portion of the project site; and would include the development of approximately 265 residential units, a 5.3-acre neighborhood park located adjacent to the proposed elementary school site, a lift station, and Empire Ranch Road that would extend south from the northern edge of the site to White Rock Road (see Figure 3-8).

### **Site Access and Circulation**

On- and off-site roadway improvements would provide access to the project site. Arterial and neighborhood-serving streets would be constructed to serve the proposed project (see Figures 3-6, -7, and -8).

#### On-Site Roadway Improvements

The proposed project includes the following on-site roadway improvements.

##### *Entry/Gateway Road*

Entry/Gateway roads would contain two 12-foot travel lanes and a 12-foot turn lane. Eight feet of additional right-of-way would be provided to accommodate a bike lane and curb and gutter. On one side, a 10-foot landscape strip plus a 6-foot-wide sidewalk would be provided, plus a 14-foot wide landscape area. The other side would provide landscaping varying from approximately 30 to as much as 100 feet.

##### *Street C Loop*

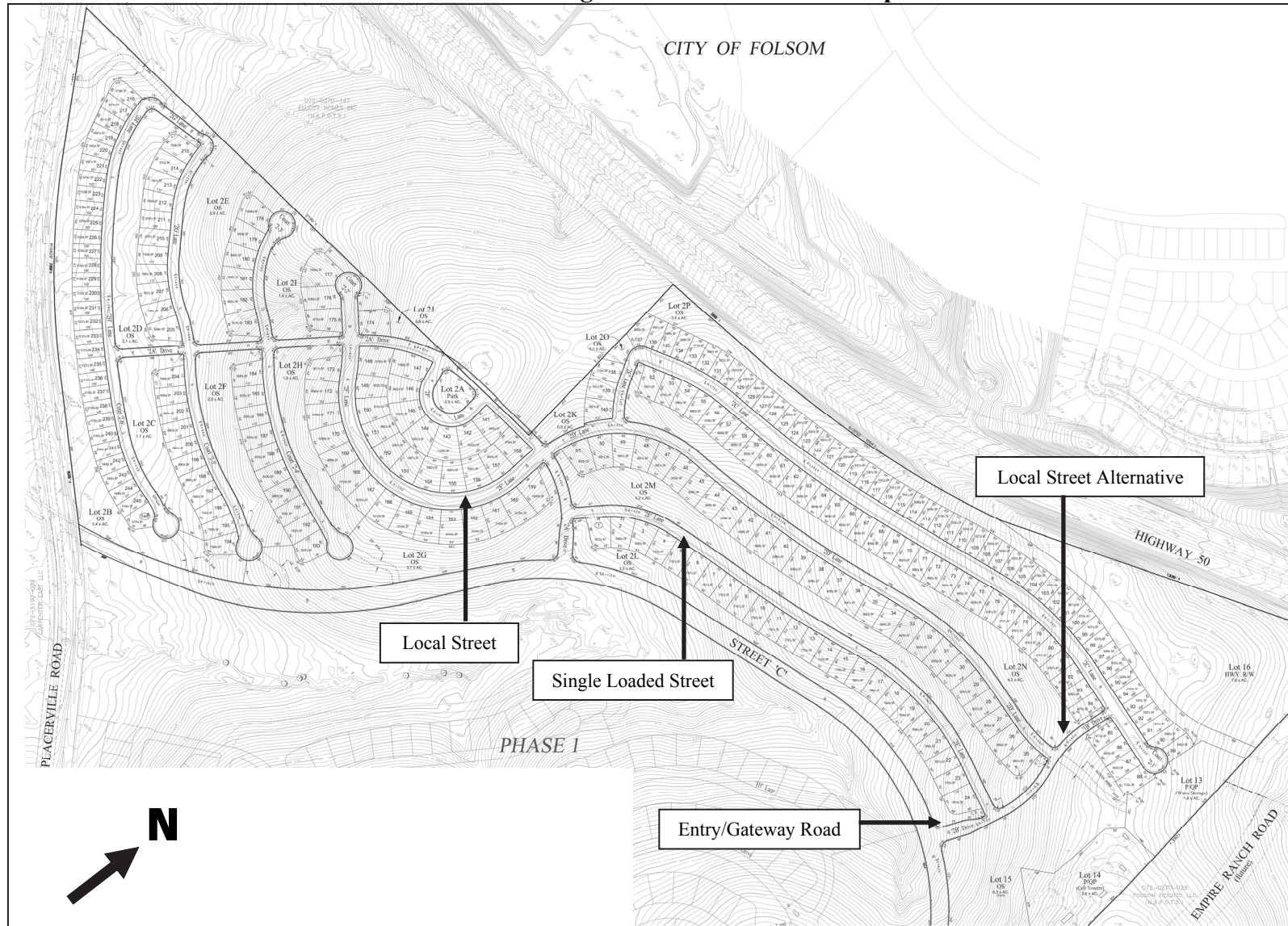
The FPASP included backbone roadway improvements of Easton Valley Parkway. Street C within the project site would extend the proposed Easton Valley Parkway and function as a “loop road” connecting to the planned “Street B/Placerville Road” of the FPASP. The Street C loop would provide two points of access to the proposed project in Phase 1.

##### *Empire Ranch Road Corridor*

Empire Ranch Road is a major arterial in the eastern portion of the site that would provide direct access to US 50 at the future Empire Ranch Road interchange. Empire Ranch Road also provides a direct link with White Rock Road at the southern edge of the project site. The east side of the Empire Ranch Road corridor would include a varying width landscape planter that would transition to a Class 1 Bike Trail and then further transition to natural open space located to the east of the project site.

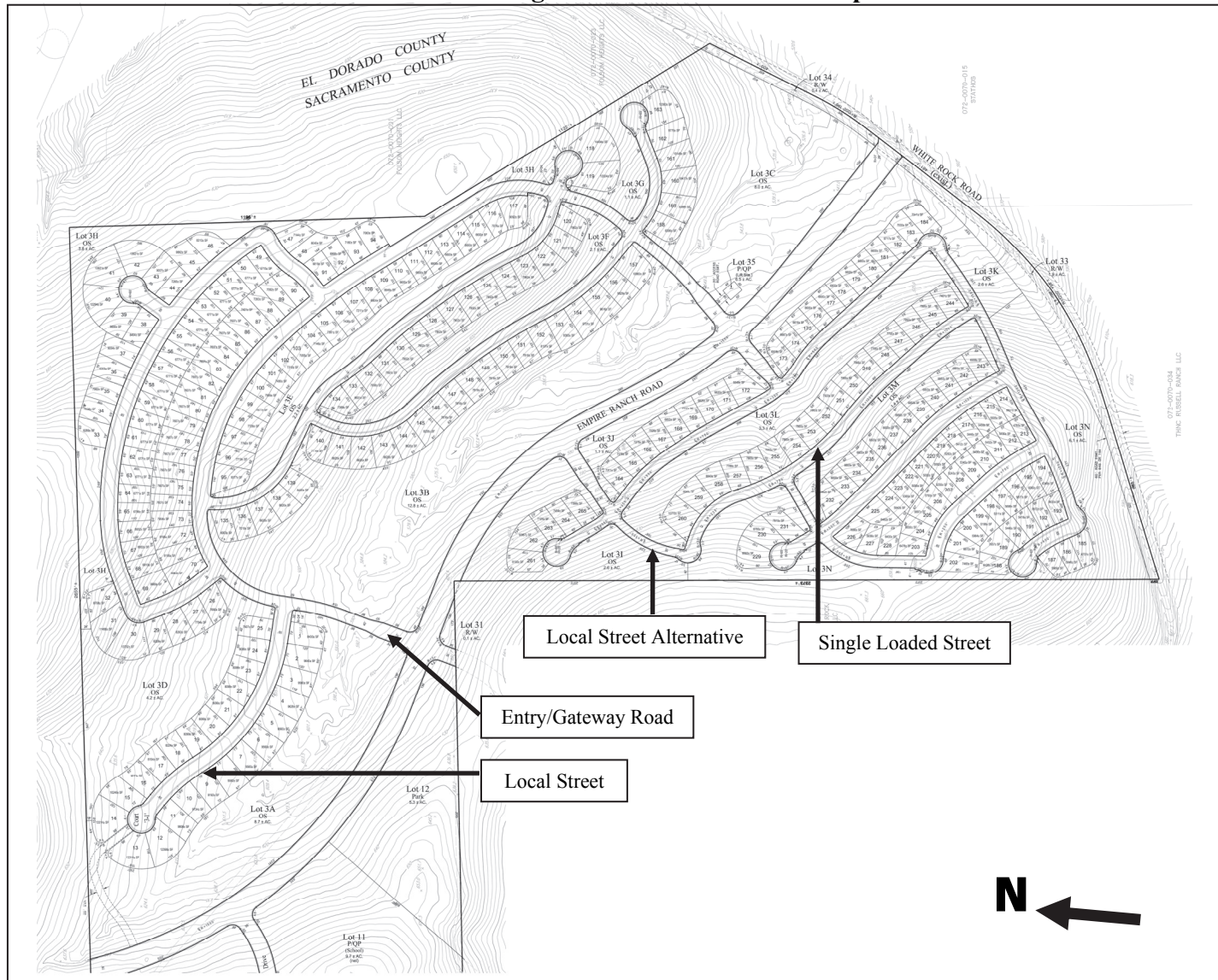


**Figure 3-7**  
**Phase 2 Vesting Tentative Subdivision Map**





**Figure 3-8**  
**Phase 3 Vesting Tentative Subdivision Map**



### *Hillside Neighborhoods – Single Loaded Street*

The proposed project incorporates single loaded hillside street sections that restrict development and parking to one side of the street and consists of two travel lanes with vertical curb and gutter, a 7-foot landscape strip between the curb and the 5-foot sidewalk on the developed side of the street, and vertical curb and gutter and no sidewalk on the non-developed side of the street.

### *Local Street Separated Sidewalk*

The local street separated sidewalk section would be implemented where development is proposed on both sides of the street. The local street section consists of two travel lanes with parking on both sides, 7-foot planting strips, and 5-foot sidewalks adjacent to the vertical curbs on both sides of the street.

### *Local Street Separated Sidewalk Alternative*

The local street separated sidewalk alternative is proposed in areas of the plan where homes are not directly served off the street and therefore, the function of the street is as a local serving connector street. Typically one or both sides of the street would be adjacent to open space or landscaped areas. The local street separated sidewalk alternative would eliminate parking on the street. The street section would include 12-foot travel lanes with curb and gutter on each side. One side would increase the 7-foot landscape strip to 10 feet and maintain the 5-foot sidewalks while the other side would have varying width landscape depending on whether adjacent to open space or landscape area.

### *Gated Access*

Private, gated entries are proposed within the Phase 1 portion of the project site, as shown in Figure 3-6. As indicated in the figure, private, gated entries would be included at the access points to the single-family homes located in the middle of Phase 1, as well as at the north and south access points to the MLD homes located along “6A Drive”. The gated entries are anticipated at both vehicle and pedestrian access points. It should be noted that the pedestrian access points would not provide direct access to any of the proposed public trail system and would, thus, not preclude the general public from access to the trail system.

### Off-Site Roadway Improvements

Due to the condition and size of Placerville Road as well as existing traffic conditions at the intersection of Iron Point Road and East Bidwell Street, the proposed project would construct additional off-site roadway improvements that would extend to the planned Easton Valley Parkway (Street C Extension). The Street C extension would extend from Placerville Road west to Scott Road. The Street C extension would include partial improvements of Easton Valley Parkway, and would provide benefits to the eastern portion of the FPASP by constructing a new access from Scott Road and US 50. Additionally, a short segment of Street C, near its connection to Street B/Placerville Road, is located off-site where it traverses the property to the south.

### **Bicycle and Pedestrian Circulation**

Pedestrian and non-motorized circulation is proposed and conceptually consistent with the approved FPASP with the improved sidewalk system, Class 1 bicycle paths, and Class 2 bicycle lanes. Additional trail opportunities are proposed that allow for recreation and connections to other plan-wide trails, and are also consistent with the approved FPASP and the Folsom Bikeway Master Plan (see Figure 3-9).

### **Grading and Hillside Development**

The project is located on an undeveloped hillside, and due to the challenges of development on steep slopes, grading and hillside standards apply. In addition to the City of Folsom Hillside Development Guidelines, Appendix A.5.3.1 of the FPASP contains specific standards to guide conventional, contour and landform grading activities associated with all uses in hillside areas, including the project area. The FPASP Hillside Standards control in place of those standards set forth in Folsom Municipal Code Chapter 14.33.

All grading on the hillside would be mass graded by the developer within each of the three phases of development. A combination of contour, conventional, and landform grading would be part of the earthwork activities. Techniques such as split cross sections of divided streets and trails would be utilized to minimize and better fit into the natural conditions creating view opportunities. The FPASP allows for deviations from enumerated grading standards when necessary to improve the design of the development, permit desirable arrangements of structures in relation to public areas, and to otherwise achieve the overall objectives of the FPASP. The EIR evaluates the environmental impacts from the grading plans in order to provide relevant information for evaluating the project as proposed against these criteria.

### **Open Space**

Open space areas are proposed to increase from approximately 98.7 acres to 155.2 acres. The increase is intended to primarily reduce impacts to resource areas, consistent with the FPASP, and secondarily to provide sufficient horizontal separation between tiers of lots with landscaped slopes. The area of the landscaped slopes between tiers of lots is approximately 53.1 acres, which would not be considered usable open space area. Accordingly, a resulting balance of 102.1 acres of open space for passive and preserve open space areas would be located throughout the project. As identified in Figure 3-9, the location of the proposed trail and bikeway system is coordinated with the preserved open space areas to take advantage of these natural amenities.

### **Existing Towers**

The project site has four structures (towers) located near the northeastern hilltop of the project site with various radio and wireless telecommunication antennas attached. The northern tower is currently used by Sprint Nextel, while the central tower is used by AT&T Mobility. The two southern towers are used by three FM stations (106.5, 100.5, and 105.1), each with main and auxiliary antennas.



**Figure 3-9**  
**Bicycle and Pedestrian Circulation**



It should be noted that the FPASP land use and zoning maps did not include the four towers. The four towers were identified in the Folsom Plan Area Specific Plan joint Environmental Impact Report/Environmental Impact Statement (FPASP EIR/EIS) as existing changes to the natural, rolling topography. However, the area containing the four towers is designated as P-QP in the proposed project and, due to contractual commitments, is anticipated to remain in place.

## **Utilities and Infrastructure**

The proposed project would include extension of, and connection to, existing utility lines including water, sewer, stormwater, electricity, gas, telephone and cable TV. Below is a brief summary of the proposed public utilities.

### Water Supply/Conveyance

The proposed project would receive water from the City of Folsom, through a water supply contract between the City and the landowners in the FPASP. The terms of the water supply and funding for that supply are contained in the Water Supply and Facilities Financing Plan and the Water Supply Agreement between the City of Folsom and Folsom Plan Area Landowners.<sup>1</sup> The project would connect to a line extension in Placerville Road (see off-site water conveyance improvements below). A new water storage tank would be constructed in the northeastern portion of the site along Empire Ranch Road. Twelve-inch water lines would be constructed throughout the project site along Street C and Placerville Road to provide a looped water system (see Figures 3-10, -11, and -12).

### *Off-site Water Conveyance Improvements*

Water would be treated at the City's existing water treatment plant and conveyed to the site through existing pipelines to approximately the intersection of East Bidwell and Iron Point Road. The water pipeline would be extended from East Bidwell Street across US 50 to Placerville Road. Once across US 50, new booster pumps would be installed to boost the pressure (see Figures 3-13, -14, and -15). The improvements that extend water service across US 50 provide a significant benefit to the entire FPASP. The project would also construct a new water storage tank that would serve the entire eastern area of the FPASP. It should be noted that the City of Folsom has undertaken a Utility Master Plan update for the FPASP. The proposed water infrastructure to serve the Russell Ranch Project is consistent with the City of Folsom's Utility Master Plan update.

The Water Master Plan (WMP) includes details and sets forth the plan for the off-site transmission main, storage tanks, booster stations, distribution mains and laterals necessary to serve the FPASP area. A WMP was prepared in 2007 based on a supply source different than the source identified through the Systems Optimization Review (SOR) Project. The 2011 FPASP EIR/EIS evaluated proposed water supply from the Natomas Central Mutual Water Company and Sacramento River to serve the FPASP project. Following EIR/EIS certification, the City initiated an SOR, pursuant to the SBx7-7 mandate, and concluded that the existing water supply system, once improved, had the capacity to serve the FPASP project.







**Figure 3-11**  
**Phase 2 Water and Sewer Conveyance**









**Figure 3-13**  
**Off-Site Utility Connections – Alternative 1**

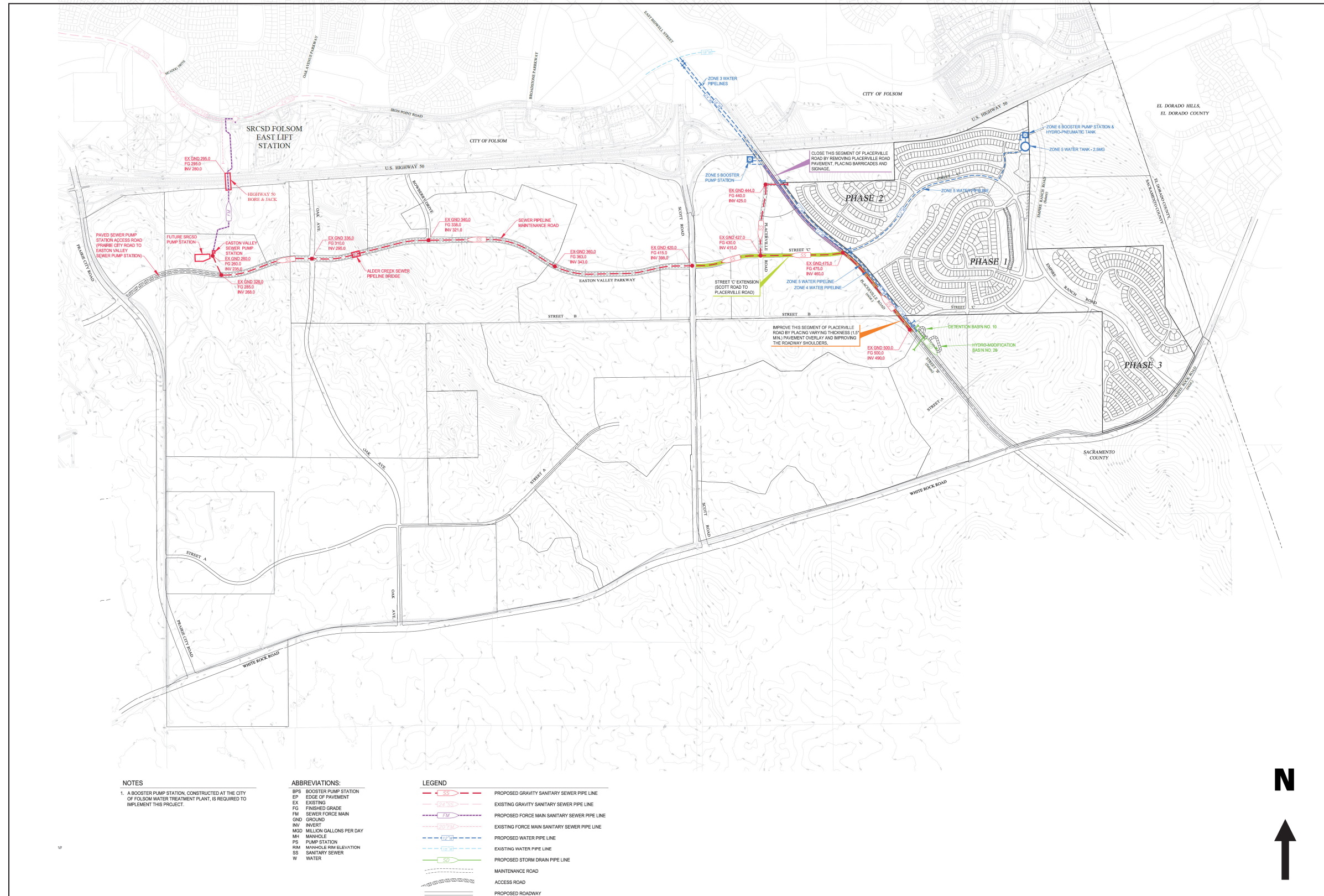
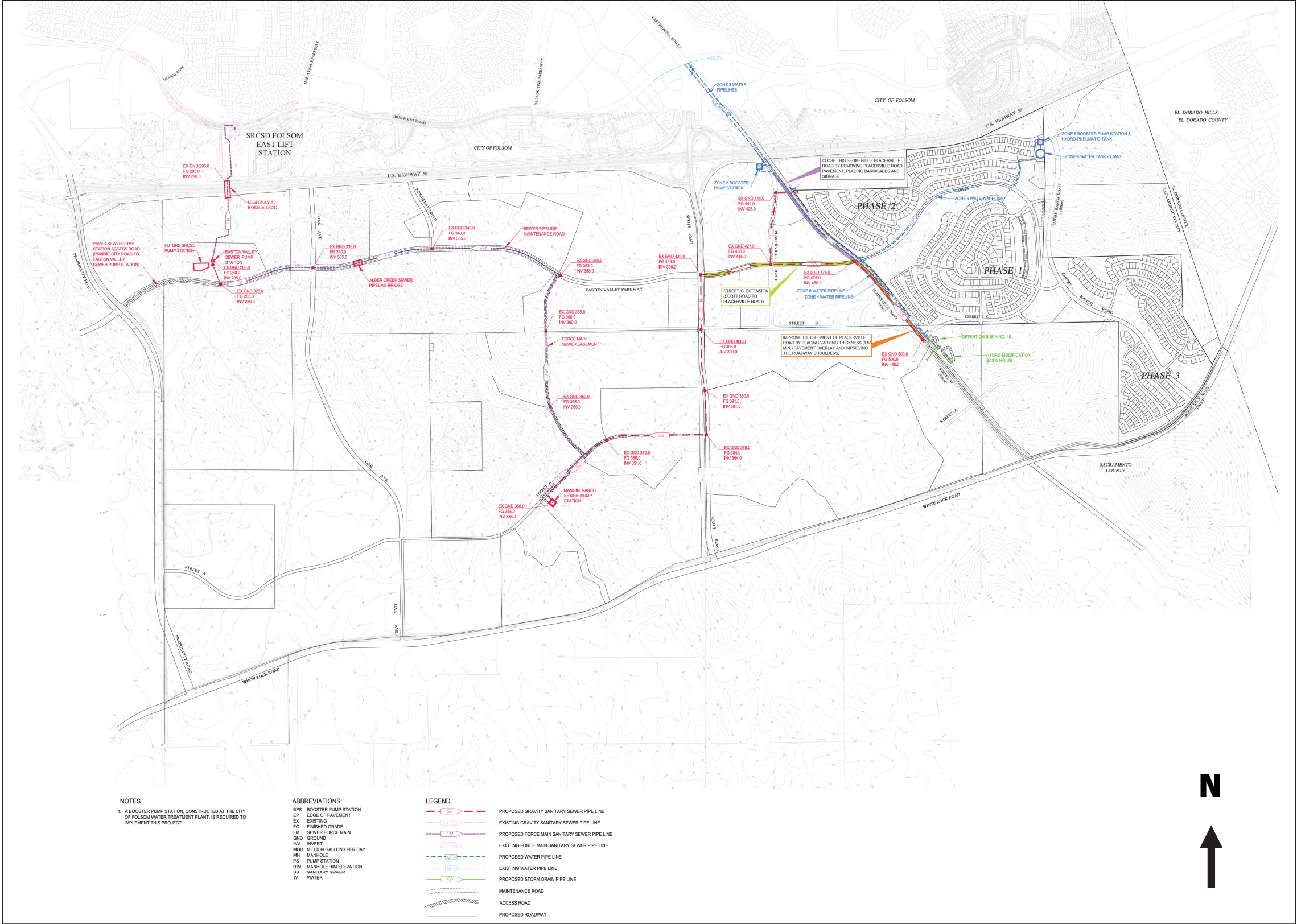


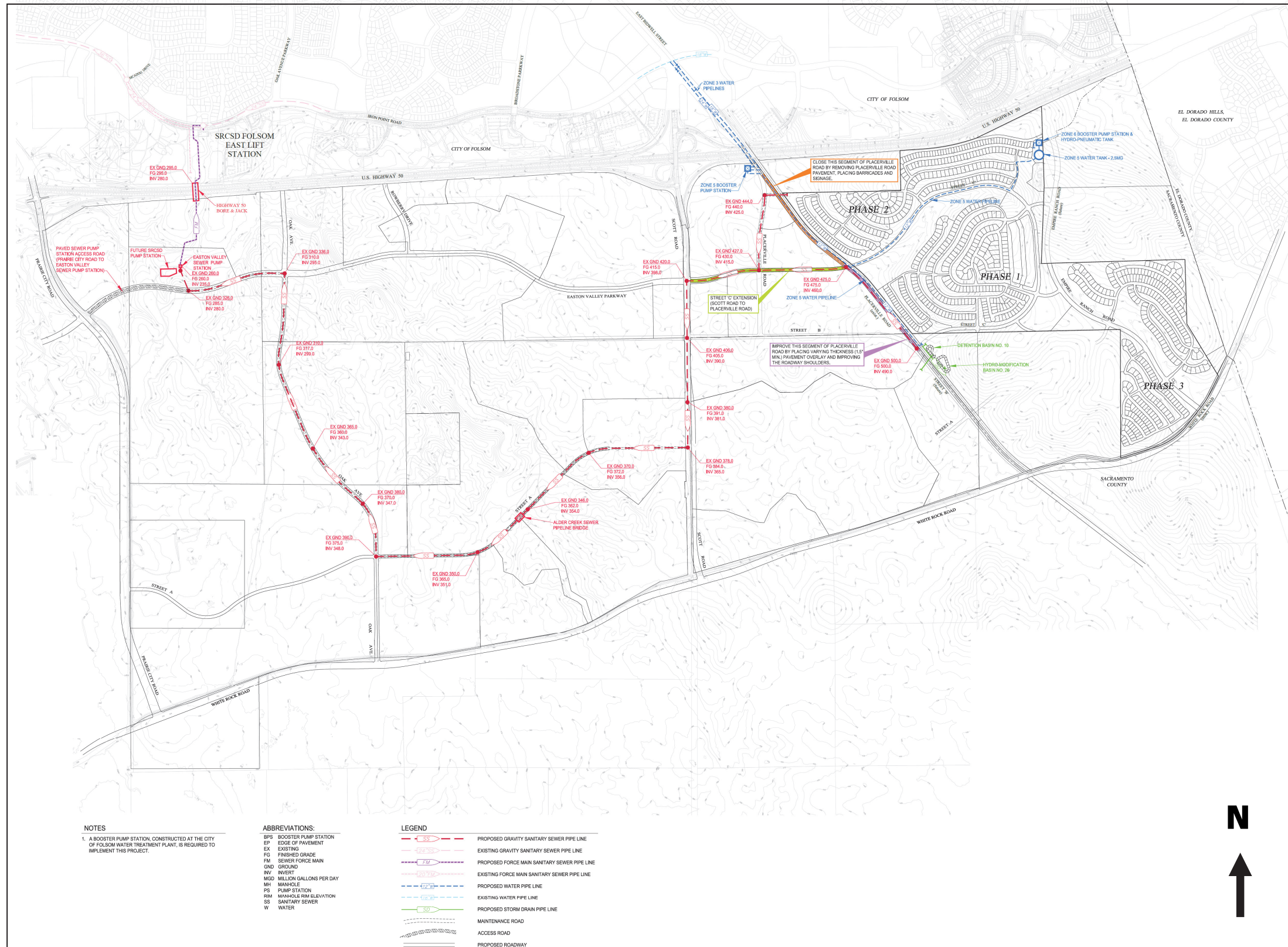


Figure 3-14  
Off-Site Utility Connections – Alternative 2





**Figure 3-15**  
**Off-Site Utility Connections – Alternative 3**



An EIR/EIS Addendum was prepared and certified in December 2012 for the alternative water supply to the FPASP. Subsequently, an updated WMP dated October 7, 2014 has been prepared to address the necessary changes in infrastructure to serve the project. The principal changes that have occurred between the two Plans are:

1. New pressure zone elevations.
2. New transmission pipelines to deliver the initial phase of water from the existing City system.
3. Zone 3 east booster pump station at the Folsom WTP.
4. Relocation of water storage tanks for pressure Zones 3, 4 and 5.
5. Pressure booster pumps serving Zones 4 and 5 located on the south side of US 50 at Placerville Road and a pressure pump to serve Zone 6 located on the southwest quadrant of future Empire Ranch Road interchange.
6. Addition of a storage tank for recycled water near US 50 and Placerville Road.
7. Additional service improvements to serve the ultimate FPASP demand (8.8 MGD), including a new booster pump station and 30-inch transmission pipeline from the Folsom WTP.

Due to the grade variation in all zones, service pressure reducing valves would be installed, as required, for necessary service connections throughout the FPASP area. Zone 2 is located in the western most area of the FPASP area, and serves connections at elevations ranging from 280 feet to 385 feet. Zone 3 serves connections at elevations ranging from 350 feet to 450 feet. Zone 4 serves connections at elevations ranging from 425 feet to 550 feet. Zone 5 serves connections at elevations ranging from 525 feet to 650 feet. Zone 6 serves connections at elevations ranging from 605 feet to 770 feet.

### Sewer Conveyance

On-site sewer mains would be constructed to convey project flows to the intersection of Placerville Road and Street C extension (see Figures 3-10, -11, and -12). The proposed on-site sewer infrastructure to serve the Russell Ranch Project would be consistent with the City of Folsom's Sewer Master Plan update.

### *Off-site Sewer Conveyance Improvements*

Wastewater treatment for the proposed project would be provided by the Sacramento Regional County Sanitation District (SRCSD) at the existing wastewater treatment plant (WWTP) near Elk Grove. Wastewater would be collected from the site and conveyed first to a sewer lift station near Prairie City Road and pumped across US 50 to an existing SRCSD transmission system main and ultimately to the WWTP. The initial backbone infrastructure to be constructed includes the Easton Valley Parkway Sewer Lift Station that would provide delivery of wastewater to the SRCSD treatment plant for over 95 percent of the FPASP and the outfall sewer main to this Lift Station provides sewer conveyance sized for over half of the FPASP.

Three off-site sewer conveyance alternatives are proposed to serve the proposed project. Proposed sewer alignment alternative 1 would follow the future alignments of Street C extension

and Easton Valley Parkway westerly to the lift station site near Prairie City Road (see Figure 3-13). Proposed sewer alignment alternative 2 would extend west along Easton Valley Parkway to Scott Road; then extend south along Scott Road to Street A; then extend west along Street A to the Mangini Ranch sewer pump station and travel north via the new force main back to Easton Valley Parkway and join the other alignment to the new lift station (see Figure 3-14). Proposed sewer alignment alternative 3 would extend west along Easton Valley Parkway to Scott Road; then extend south along Scott Road to Street A; then extend west along Street A to Oak Avenue; then follow Oak Avenue north back to Easton Valley Parkway and join the other alignment to the new lift station (see Figure 3-15).

The Sewer Master Plan (SMP) includes details of gravity sewer mains, pump stations, force mains, localized collector lines and individual laterals.

The City of Folsom's sewer collection system consists of over 267 miles of sanitary sewer pipe and nine pump stations. The City does not own or operate the facilities that treat its wastewater. Instead, through an agreement with the SRCSD, the City's wastewater is conveyed through the SRCSD's regional sewer pipelines for treatment at SRCSD's Sacramento Regional Wastewater Treatment Plant near Elk Grove.

A SMP was prepared in 2007. To provide more flexible phasing, an updated SMP has been prepared dated September 2014. The overall system remains essentially the same with the following changes:

1. A trunk sewer main has been relocated to Street A and Oak Avenue and removed from the Open Space along the east edge of the Alder Creek corridor.
2. To allow more flexible phasing, a new main has been added to Scott Road extending between Easton Valley Parkway and Street B.
3. A sewer lift station has been relocated north of the intersection of Empire Ranch Road and White Rock Road.
4. Various sewer watersheds have been adjusted, which modifies certain sewer pipeline sizes.

Development phasing would result in periods of time where the flow through the wastewater infrastructure pipelines is minimal. In addition, the topography of the FPASP area results in a wide range of pipe slopes, including relatively flat pipes in several areas. As such, increased flushing and/or odor control may be necessary during FPASP development. Odor control facilities would be constructed and high-velocity hydraulic cleaning and vacuum cleaning of select sewer lines would be provided, as necessary.

### Stormwater Drainage

The proposed on-site drainage infrastructure to serve the Russell Ranch Project would be constructed to convey project flows to new on- and off-site drainage basins and ultimately discharged into Alder Creek and Carson Creek. The stormwater from the western portion of the site within Phase 1 would collect within the curb and gutter system and drain to the drainage basin adjacent to the intersection of Street C and Placerville Road; stormwater from the eastern

portion of the site would be conveyed south to an off-site drainage basin (see Figure 3-16). The residential lots within Phase 2 would collect within the curb and gutter system and drain into the drainage basin along Placerville Road just south of US 50 (see Figure 3-17). The stormwater drainage within Phase 3 would collect within the curb and gutter system and drain south into the drainage basin along Empire Ranch Road and White Rock Road (see Figure 3-18).

### *Off-site Stormwater Drainage*

The proposed project would include two off-site storm drain detention basins. The size and location of the basins would be consistent with the Folsom Plan Area Storm Drainage Master Plan. As shown in the Drainage Master Plan and Figures 3-13, -14, and -15, the Detention Basin No. 10 and Hydro-Modification Basin No. 26 are required to accommodate the anticipated drainage from the project site and surrounding areas. Detention Basin No. 10 would have a capacity of approximately 2 acre-feet. Hydro-Modification Basin No. 26 would have a water quality treatment and detention capacity of approximately 7 acre-feet. A portion of the project storm drainage would be first routed to these two basins before being conveyed to an outfall under Placerville Road to the west and ultimately to Alder Creek. The two drainage basins would serve other properties within the eastern portion of the FPASP.

It should be noted that the project applicant is currently negotiating with the land owner of the proposed off-site drainage basin locations. If, after negotiations, an agreement cannot be made with the land owner, the locations of the basins would be modified to be located completely on the project site, which would result in a slight reduction to the total residential area and, subsequently, cause a reduction in the total unit count for the proposed project. However, should this scenario occur, the analysis within this EIR would still be sufficient, as the analysis assumes worst-case conditions, with a higher unit count and greater off-site area of disturbance than would result from the drainage basins being located on-site.

### Electricity

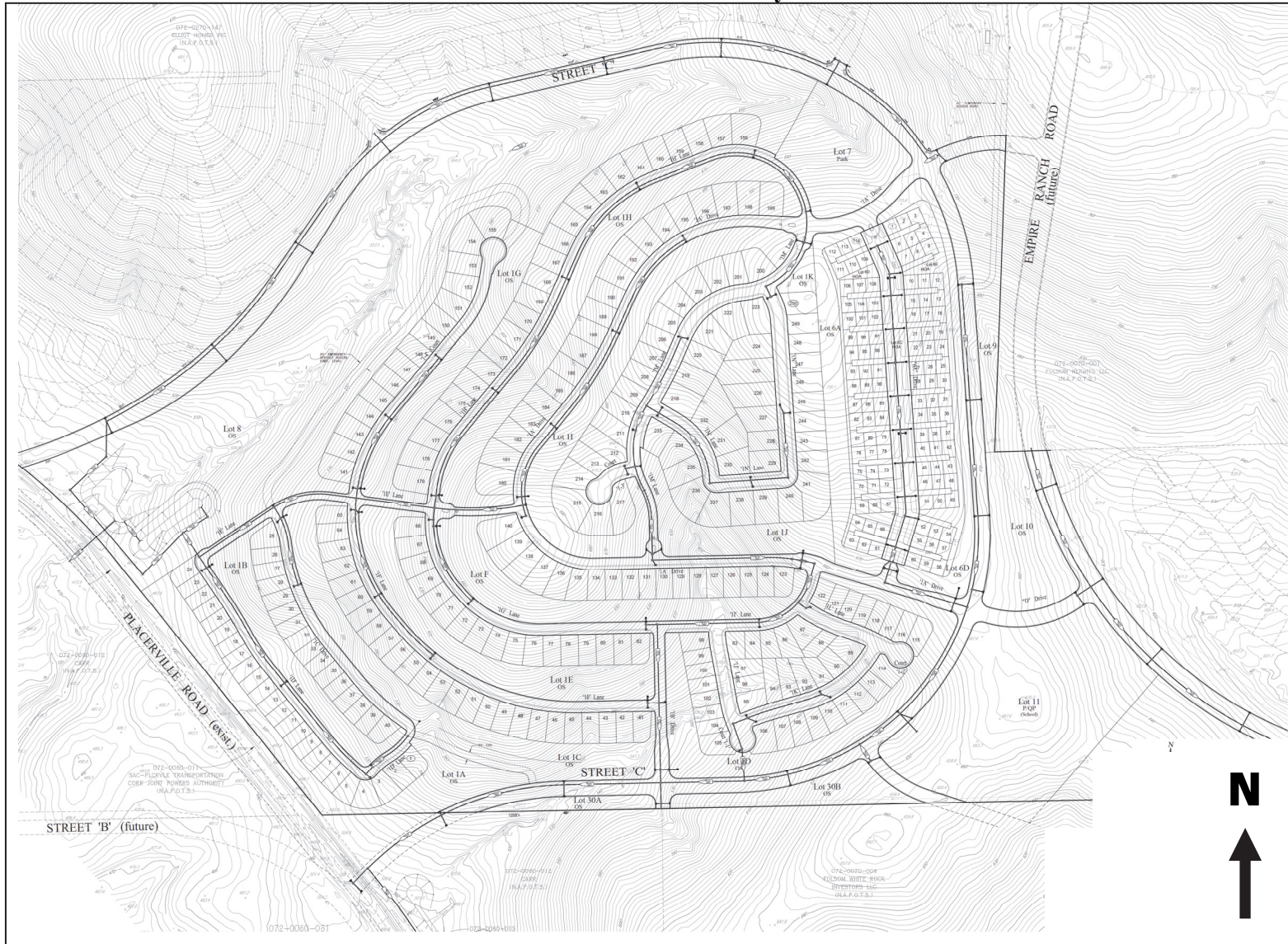
Sacramento Municipal Utility District (SMUD) would provide electric service to the proposed project. SMUD has an existing 69kV transmission line at Placerville Road and US 50. The transmission line would be extended south along Placerville Road to a new substation. Both the line and substation would be a separate project constructed by SMUD and analyzed in an environmental document with SMUD as the lead agency.

### *Off-Site SMUD Substation*

In order for SMUD to serve the project site, the construction of a substation is required. SMUD currently has two potential sites, but has not yet decided on the location of the substation (see Figure 3-19). It should be noted that the FPASP EIR/EIS contemplated the placement of a SMUD substation on the project site with the approximate location identified to be along Placerville Road just north of Easton Valley Road. The potential locations proposed for the project are within the general vicinity of the approximate location identified within the FPASP EIR/EIS.

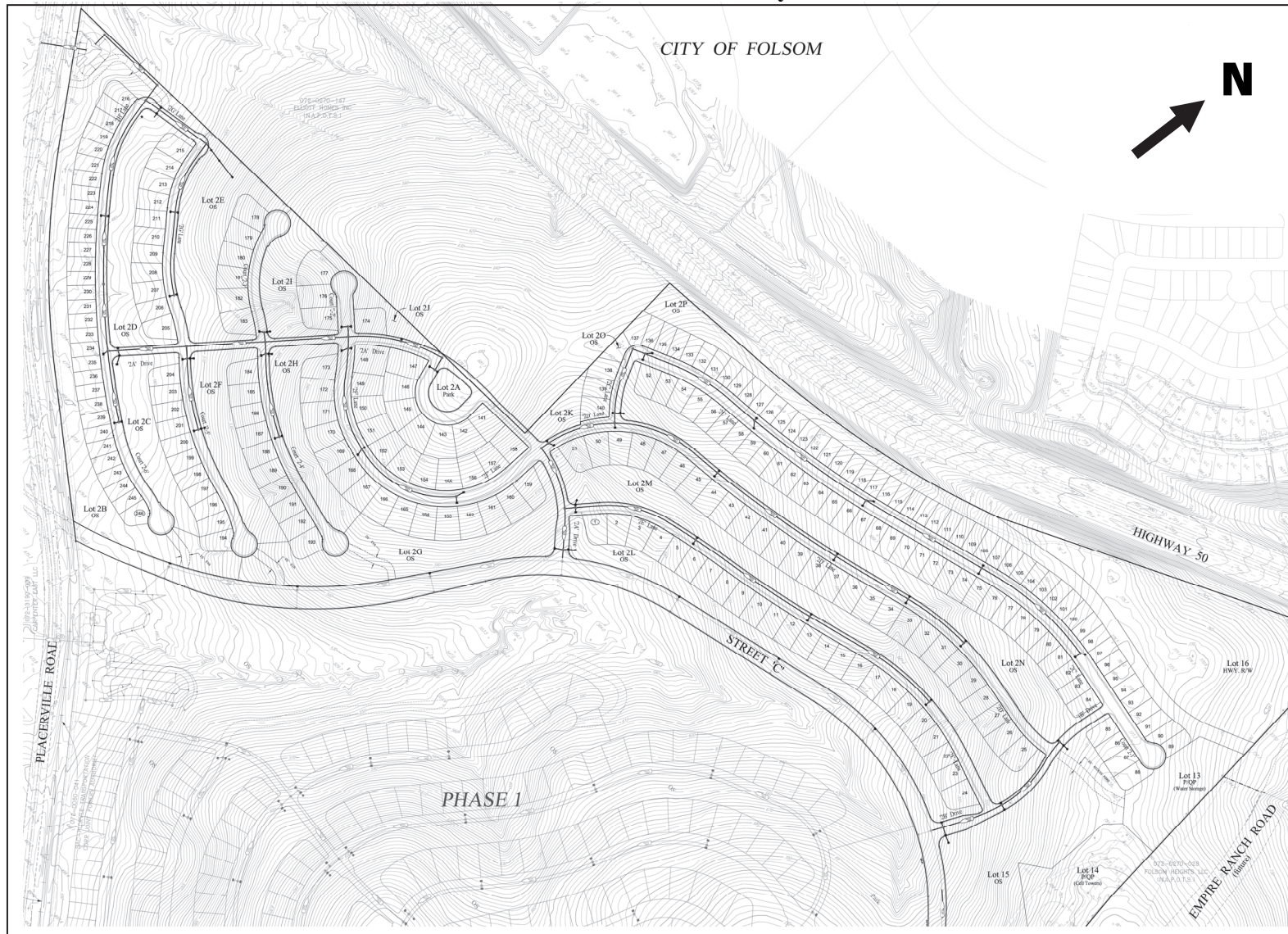


**Figure 3-16**  
**Phase 1 Stormwater Conveyance**



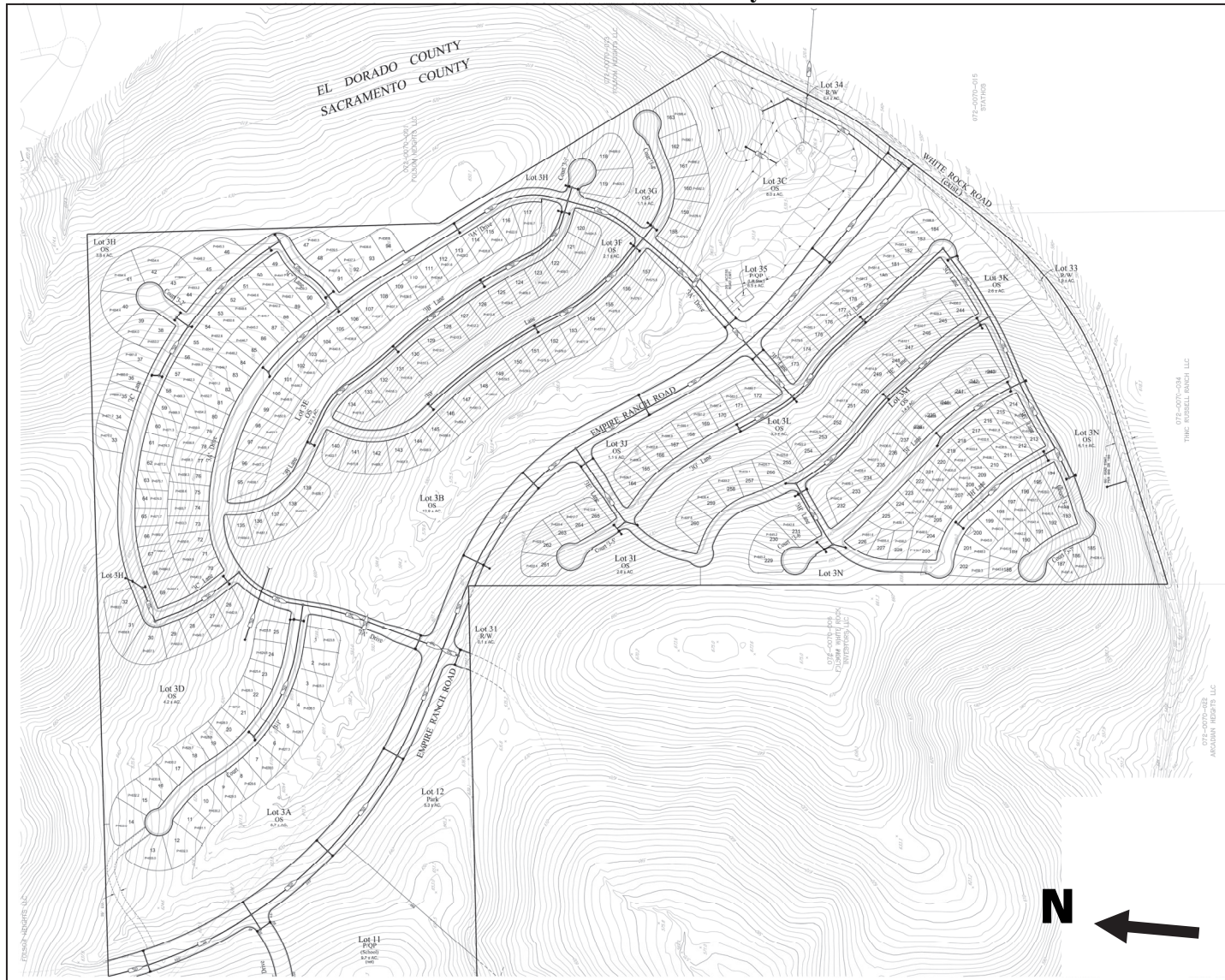


**Figure 3-17**  
**Phase 2 Stormwater Conveyance**

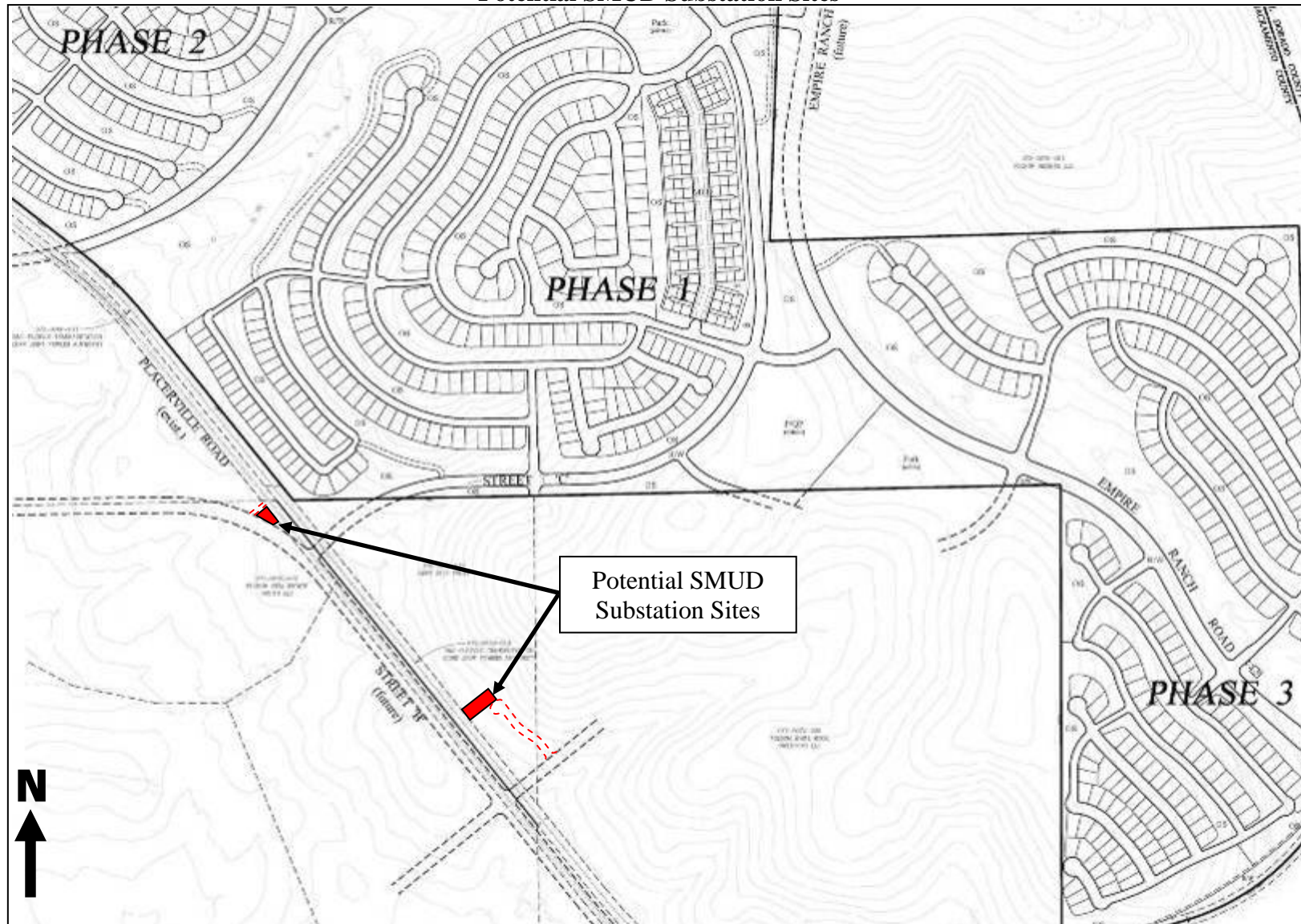




**Figure 3-18**  
**Phase 3 Stormwater Conveyance**



**Figure 3-19**  
**Potential SMUD Substation Sites**



### Gas

PG&E would provide natural gas to the proposed project. PG&E has existing facilities along Placerville Road. A new gas regulating station would be needed to reduce pressures appropriate for local distribution.

### Telephone

AT&T would provide telephone services. AT&T has existing facilities at Placerville Road and US 50. Extension of the existing facilities would be necessary to serve the proposed project

### Cable Television

Comcast is the local cable television provider in the area. Extensions of the existing facilities would be necessary to serve the proposed project.

## **Planned Development Permit**

The FPASP allows the opportunity for each project within the FPASP area to seek a Planned Development (PD) Permit and create Design Guidelines. The proposed project includes a PD permit request, which would allow for unique development standards applicable to the topography of the site. The Design Review process would ensure compatibility and consistency in design and quality throughout development.

### Russell Ranch Neighborhood Design Guidelines

Neighborhood Design Guidelines were created for the proposed project in order to summarize the proposed neighborhood vision with guiding principles, the proposed landscape, streetscape, and neighborhood design, and development and design standards. The guidelines function to: implement the City of Folsom General Plan goals for the area; implement the FPASP; establish a design framework; and create a design review framework by which to evaluate, critique, and approve development projects on individual sites with the project site.

Various elevations, building materials, massing, architectural styles, and roof forms will ensure that repetition is avoided in order to create a sense that the neighborhood has been built over time. To further define and emphasize the architecture of the proposed project, multiple architectural styles are outlined in the Neighborhood Design Guidelines. Additional architectural styles that are consistent with the neighborhood vision would be reviewed and approved by the Russell Ranch Design Review Committee and the City of Folsom on a case-by-case basis.

## **Development Agreement**

The City already has adopted a Tier 1 Development Agreement (T1DA) between the City of Folsom and landowners within the FPASP area, and thereafter amended terms in that agreement by a First Amended and Restated Development Agreement (ARDA). The ARDA supersedes the T1DA in its entirety. The ARDA was approved by the City Council on June 10, 2014, and



became effective on July 11, 2014. The ARDA provides for certain additional terms that would apply to all property within the FPASP.

The ARDA provides that as Specific Plan Amendments and “Subsequent Entitlements” (defined to include those project-specific approvals that are required in order for development to occur, including, but not limited to, tentative and final large and small lot maps, parcel maps, use permits, design review, grading plans, and building permits) are brought forward, the Applicant would enter into an “Amendment to the First Amended and Restated Development Agreement” (hereafter referred to as the “Amendment to the ARDA”) to incorporate the Specific Plan Amendments within the scope of the ARDA. The anticipated Amendment to the ARDA for this project would (1) reaffirm the Applicants’ commitment to all terms in the ARDA; (2) vest the entitlements proposed by this application on the same terms and conditions stated in the ARDA; and (3) address project-specific issues identified herein.

### **Affordable Housing Plan and Agreement**

Due to the steep topography, the approved FPASP and the proposed project do not contain multi-family high density sites. Therefore, the project proponent is requesting an Affordable Housing Plan and Agreement to meet the City’s affordable housing ordinance requirements in lieu of providing affordable housing on-site. The affordable housing requirements would be met through options set forth in Chapter 17.104.060, and that those commitments would be memorialized in an affordable housing plan and agreement as required by Folsom Municipal Code section 17.104.100(C).

## **3.6 REQUIRED PUBLIC APPROVALS**

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The following discretionary approvals and permits are required by the City of Folsom for implementation of the proposed project:

- Certification of the EIR and adoption of a Mitigation Monitoring and Reporting Program;
- Approval of a General Plan/Specific Plan Amendment (from SF, MLD, MMD, GC, OS, P, and P-QP to SF, SFHD, MLD, OS, P, and P-QP);
- Approval of Amendment to ARDA;
- Approval of Vesting Tentative Large-Lot and Small-Lot Subdivision Maps;
- Approval of a Planned Development Permit and Design Guidelines; and
- Approval of an Affordable Housing Plan and Affordable Housing Agreement.

Subsequent ministerial actions would be required for the implementation of the proposed project including, but not limited to, issuance of grading and building permits.

It should be noted that the City has prepared a CEQA document for the backbone infrastructure necessary for buildout the FPASP area, the South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND). The Backbone Infrastructure MND, dated December 2014 and released for public review and

comment on December 10, 2014, would be required to be considered by the City Council for approval prior to public hearings on the proposed project entitlements and this EIR.

### **Review or Approvals by Other Agencies**

A number of other agencies in addition to the City of Folsom will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This EIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of project implementation. These agencies could include, but would not be limited to, the following:

- California Department of Transportation (Caltrans) – Coordination with and/or permits from Caltrans may be required.
- Regional Water Quality Control Board (RWQCB) – The project would obtain permits from the RWQCB for stormwater discharge under the National Pollutant Discharge Elimination System (NPDES) program administered by the RWQCB. Before a 404 Clean Water Act permit can be issued by the USACE, a Section 401 permit must be obtained from the RWQCB. Removal of 0.087 acre of non USACE jurisdictional wetlands in the project site constitutes an adverse effect on Waters of the State subject to Central Valley RWQCB jurisdiction.
- Sacramento Metropolitan Air Quality Management District (SMAQMD) – SMAQMD would approve construction and operation permits.

U.S. Army Corps of Engineers (USACE) – The project would obtain a 404 Clean Water Act permit from the USACE for the loss and degradation of USACE jurisdictional vernal pools and other wetland habitats and other Waters of the U.S. (e.g. drainage channels) that would occur with project implementation (i.e., the proposed hydro-modification basin [HMB 19], adjacent to detention basin six [DB 6]).

- U.S. Fish and Wildlife Service (USFWS) – Consultation required with the USFWS to obtain 404 Clean Water Act permit.
- California Department of Fish and Wildlife (CDFW) – The project would amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from the CDFW for all construction activities that would occur in the bed and bank of CDFW jurisdictional features within the project site.

### **Endnotes**

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<sup>1</sup> Environmental Review for the Water Supply Agreement was conducted by the City via an Addendum to the FPASP EIR/EIS, and was certified by the City Council on December 12, 2012. The City thereafter filed a validation action to confirm the terms of the Water Supply Agreement, which action was approved by the Sacramento Superior Court on October 16, 2013.

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## 4. EXISTING ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

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## 4.0. INTRODUCTION TO THE ANALYSIS

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## **4.0**

## **INTRODUCTION TO THE ANALYSIS**

### **4.0.1 INTRODUCTION**

The technical chapters of the EIR analyze the potential impacts of buildout of the Russell Ranch Project (proposed project) on a range of environmental issue areas. Chapters 4.1 through 4.8 describe the focus of the analysis, references and other data sources for the analysis (including, but not limited to, the Folsom Plan Area Specific Plan [FPASP] EIR/EIS, the Addendum to the FPASP EIR/EIS analyzing an alternative water supply, and the South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), the environmental setting as the setting relates to the specific issue, project-specific impacts and mitigation measures (including those applicable mitigation measures set forth in the FPASP EIR/EIS, the Addendum to the FPASP EIR/EIS analyzing an alternative water supply, and the Backbone Infrastructure MND), and the cumulative impacts of the project for each issue area. The format of each of these chapters is described at the end of this chapter.

### **4.0.2 DETERMINATION OF SIGNIFICANCE**

Under CEQA, a significant effect is defined as a substantial or potentially substantial adverse physical change in the environment (Public Resources Code § 21068; CEQA Guidelines § 15382). The Guidelines implementing CEQA direct that this determination be based on scientific and factual data to the extent possible. The specific criteria for determining the significance of a particular impact are identified within the impact discussion in each chapter, and are consistent with significance criteria set forth in Appendix G of the CEQA Guidelines.

### **4.0.3 ENVIRONMENTAL ISSUES DISMISSED IN THIS EIR**

The Initial Study prepared for the proposed project as a part of this EIR includes a detailed environmental checklist addressing a range of technical environmental issues (See Appendix C). For each technical environmental issue, the Initial Study identifies the level of impact for the proposed project. The Initial Study identifies the environmental effects as “no impact,” “less-than-significant,” “less-than-significant with mitigation incorporated,” and “potentially significant.”

Impacts identified in the Initial Study as less-than-significant with mitigation incorporated, less-than-significant, or no impact are presented below. All remaining issues identified in the Initial Study as potentially significant are discussed in the subsequent technical chapters of this EIR. It should be noted that all mitigation measures identified in the Initial Study are included in Table 2-1, Summary of Impacts and Mitigation Measures, in the Executive Summary chapter, of this EIR.



- *Aesthetics (b):* Highway 50 (US 50), which is the nearest state highway to the project site, is not a designated State scenic highway. Scott Road south of White Rock Road is a designated scenic corridor in Sacramento County because of the location within an especially scenic rural portion of Sacramento County. The project site would not be visible from the portion of Scott Road designated as a scenic corridor as the site is separated from the corridor by intervening topography, vegetation, and distance. In addition, because the proposed project site has been annexed to the City of Folsom, the project is no longer under the jurisdiction of Sacramento County. The City of Folsom does not designate any scenic corridors in the proposed project area. Thus, the project would result in an overall ***less-than-significant*** impact related to substantially damaging scenic resources within a State scenic highway.
- *Agriculture and Forest Resources (a,b,c,d,e):* The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. In addition, the project site is not under a Williamson Act contract and the site is not designated or zoned for agricultural uses. The project site is also not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is not zoned Timberland Production (as defined by Government Code section 51104[g]). The impacts described above related to agriculture and forest resources have been deemed as ***less than significant*** and ***no impact***.
- *Biological Resources (e,f):* Native oak trees or street trees that are covered by the City's Tree Preservation Ordinance are not located on the project site. The South Sacramento Habitat Conservation Plan (SSHCP) is currently being drafted by Sacramento County, other member cities, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife. The City of Folsom, however, did not participate with the plan. Therefore, the project site is located in an area that does not have an approved Habitat Conservation Plan, Natural Community Conservation Plan, or local, regional, or state habitat conservation plan. The impacts described above related to biological resources have been deemed as ***less than significant*** and ***no impact***.
- *Geology and Soils (a,b,c,d,e):* The project-specific geotechnical report includes recommendations for any potential impacts related to rupture of a known earthquake fault, ground shaking, ground failure, landslides, soil erosion, and expansive or unstable soils. The proposed project would connect to the existing City wastewater service and would not require the use of septic systems. The impacts described above related to geology and soils have been deemed as ***less than significant*** with mitigation incorporated, ***less than significant***, and ***no impact***. It should be noted that Mitigation Measures 3.A.7-4, 3B.7-1b, and 3B.7-4 from the FPASP EIR/EIS (included in Table 2-1 in the Executive Summary chapter of this EIR) would also be applicable to the proposed project and are required to be implemented.

- *Hazards and Hazardous Materials (a,b,d,e,f,g,h):* The proposed project would be required by law to implement and comply with existing hazardous material regulations. Based on a Radio Frequency Study prepared for the proposed project by Hammett & Edison, Inc. on March 31, 2014, exposure to radio frequency associated with the on-site existing radio towers would not occur. Thus, the project would not result in impacts related to the routine transport, use, disposal, or upset of hazardous materials. The project area is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The nearest airport to the project site is the Cameron Airpark, located approximately 6.25 miles northeast of the site. As such, the project site is not located within two miles of any public airports or private airstrips, and does not fall within an airport land use plan area. The project would not restrict vehicular, pedestrian, or bicycle access within or in the vicinity of the project site. Therefore, the project would not impair implementation of or physically interfere with any adopted emergency response plan or emergency evacuation plan.

Development of the proposed project would include the installation of fire suppression systems and would be designed in accordance with the latest requirements of the California Fire Code. In addition, the proposed development would be subject to fire safety requirements of the Folsom Fire Department, which would review all plans as part of the City's Building Permit review process. Furthermore, the City's General Plan Safety Element includes policies to ensure that adequate fire protection services are provided to all new and existing development (i.e., General Plan Goal 29 and General Plan Policies 29.1 and 29.2), with which the project would be required to comply with. Impacts associated with fire protection services are addressed in the Public Services, Utilities, and Hydrology chapter, of this EIR. The impacts described above related to hazards and hazardous materials have been deemed as *less than significant* and *no impact*.

- *Hydrology and Water Quality (g,h,i,j):* According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the proposed project is within Flood Hazard Zone X, which is described by FEMA as an area of minimal flood hazard, usually above the 500-year flood level. Due to the City's proximity and location relative to Folsom Dam, mitigation measures were included in the initial study to alleviate the potential impact related to flooding to a less-than-significant level. The project site is located in an inland area that would not be subject to seiches, tsunamis, or mudflow. Therefore *less-than-significant* impacts would occur.
- *Land Use and Planning (a,c):* The proposed project site is undeveloped hillside and would ultimately serve as an extension of the existing and planned residential communities in the vicinity. As such, the project would connect to an existing street system and would not physically divide an established community. As noted above, the SSHCP is currently being drafted by Sacramento County, other

member cities, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife. The City of Folsom, however, did not participate with the plan. Therefore, the project site is located in an area that does not have an approved Habitat Conservation Plan, Natural Community Conservation Plan, or local, regional, or state habitat conservation plan. The impacts described above related to land use and planning have been deemed as ***less than significant*** and ***no impact***.

- *Mineral Resources (a,b)*: The project area is not identified as a site containing locally important mineral resources that would be of local, regional, or statewide importance by either the City of Folsom or Sacramento County General Plans. The only area of the project site that contains any substantial amount of aggregate resources is located in and around the Alder Creek drainage. Although Alder Creek exists on the project site, the proposed project does not include development near Alder Creek as the area surrounding the Creek would be designated as Open Space. Therefore, the proposed project would have a ***less-than-significant*** impact on known mineral resources or recovery sites.
- *Noise (e,f)*: The nearest airport to the project site is the Cameron Airpark, located approximately 6.25 miles northeast of the site. As such, the project site is not located within two miles of any public airports or private airstrips, and does not fall within an airport land use plan area. Therefore, a ***less-than-significant*** impact would occur.
- *Population and Housing (b,c)*: The proposed project site is currently vacant and does not have any on-site housing. Therefore, the project would not displace existing housing or people and ***no impact*** would occur.
- *Transportation and Circulation (c)*: The nearest airport to the project site is the Cameron Airpark, located approximately 6.25 miles northeast of the site. Because the project is not located in close proximity to an existing airport, a change in air traffic patterns would not occur as a result of the project. Therefore, the project would not result in a change in air traffic patterns, and ***no impact*** would occur.

#### 4.0.4 ENVIRONMENTAL ISSUES ADDRESSED IN THIS EIR

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The Initial Study identified several environmental impacts as potentially significant and requiring further analysis. This EIR provides the additional analysis necessary to address the technical environmental impacts not fully resolved in the Initial Study. Consistent with the conclusions of the Initial Study, the following environmental issues are addressed in separate technical chapters of this EIR:

- Aesthetics;
- Air Quality and Climate Change;
- Biological Resources;

- Cultural Resources;
- Land Use and Planning;
- Noise;
- Public Services, Utilities, and Hydrology; and
- Transportation, Traffic, and Circulation.

#### 4.0.5 TECHNICAL CHAPTER FORMAT

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Each technical chapter addressing a specific environmental issue begins with an **introduction** describing the purpose of the section. The introduction is followed by a description of the project's **existing environmental setting** as the setting pertains to that particular issue. The setting description is followed by the **regulatory setting** and the **impacts and mitigation measures** discussion, which contains the **standards of significance**, followed by the **method of analysis**. The **impact and mitigation** discussion includes impact statements prefaced by a number in bold-faced type (for both project-level and cumulative analyses). An explanation of each impact and an analysis of the impact's significance follow each impact statement. All mitigation measures pertinent to each individual impact follow directly after the impact statement (see below). The degree of relief provided by identified mitigation measures is also evaluated. An example of the format is shown below:

##### 4.x-1 Statement of Impact

Discussion of impact for the proposed project in paragraph format.

Statement of *level of significance* of impact prior to mitigation is included at the end of each impact discussion.

##### Project-Specific Mitigation Measure(s)

Statement of *level of significance* after the mitigation is included immediately preceding mitigation measures.

4.x-1(a)      *Recommended mitigation measure(s) presented in italics and numbered in consecutive order.*

4.x-1(b)      *etc., etc.*

##### PFASP EIR/EIS Applicable Mitigation Measure(s)

xx.x-x:      *Applicable mitigation measure(s) from the FPASP EIR/EIS presented in italics and numbered in the order they appear in the FPASP EIR/EIS.*

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## 4.1. AESTHETICS

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## 4.1

## AESTHETICS

### 4.1.1 INTRODUCTION

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The Aesthetics chapter of the EIR describes existing visual and aesthetic resources for the project area and the region, and evaluates the potential aesthetic impacts of the proposed project. The California Environmental Quality Act (CEQA) describes the concept of aesthetic resources in terms of scenic vistas, scenic resources (such as trees, rock outcroppings, and historic buildings within a State scenic highway), the existing visual character or quality of the project area, and light and glare impacts. The following impact analysis is based on information drawn from the *City of Folsom General Plan*,<sup>1</sup> the *Sacramento County General Plan of 2005-2030*,<sup>2</sup> the *Folsom Plan Area Specific Plan (FPASP)*,<sup>3</sup> the *Folsom South of U.S. 50 Specific Plan Project EIR/EIS (FPASP EIR/EIS)*,<sup>4,5</sup> and visual simulations prepared for the proposed project by AdvanceSim.<sup>6</sup>

### 4.1.2 EXISTING ENVIRONMENTAL SETTING

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The following setting information provides an overview of the existing conditions of the project site and surrounding area in relation to visual resources.

#### **Regional Setting**

The project site is located partially within the Sierra Nevada foothills and partially within the eastern edge of the Sacramento Valley. The Sierra Nevada foothills consist of gently rolling terrain that grades upward to the east into the higher mountain elevations. The Sacramento Valley is a nearly flat alluvial plain that extends almost 180 miles from the Sacramento-San Joaquin Delta on the south and the City of Redding on the north, and approximately 50 miles from the Sierra Nevada mountains on the east and the Coast Range on the west.

#### Aquatic Resources and Vegetation

Aquatic resources in the region include vernal pools, wetlands, lakes, rivers, streams, creeks, riparian habitat, in-channel habitat, and fisheries. The largest enclosed body of water in the City of Folsom is Folsom Lake. Folsom Lake State Recreation Area (SRA), which includes Folsom Lake and the surrounding facilities, serves the greater Sacramento area for recreation in the form of camping, hiking, biking, boating, and other outdoor recreation activities. The lake features approximately 75 miles of shoreline and 80 miles of trails that provide opportunities for hiking, horseback riding, nature studies, camping, and picnicking.

Sacramento County is home to a variety of important vegetation, native trees, and grassland habitats. Natural habitats in the region include vernal pools, wetlands, special status species habitats, riparian, oak woodland, and grassland prairies. The native tree habitats in the region are defined as oak woodlands, oak savannah, and mixed riparian woodlands and the dominant

grassland habitat is the California Prairie. Wetland and riparian areas in the County include historic backwater basins along the Sacramento River, the American River Parkway, and the nationally significant valley oak riparian forest along the lower Cosumnes River. Other significant wetland and riparian areas exist along Delta sloughs and seasonal creeks flowing into the major drainages.

### Development Pattern

Urbanized development within the City of Folsom exists north of Highway 50 (US 50). The urban areas consist of large residential and commercial developments, several of which are currently under construction. Neighborhoods and shopping centers are generally concentrated along major roadways and are separated by areas of open space. Land south of US 50 is characterized primarily by seasonal grazing land. The Teichert, Walltown, and DeSilva-Gates hardrock quarries are proposed 2.5 mile, 2.8 miles, and 5.3 miles, respectively, south of US 50. The Prairie City State Vehicle Recreation Area is approximately 2.9 miles south of US 50 using Prairie City Road. The El Dorado County line forms the eastern boundary of the City of Folsom. The Stonebriar subdivision is located east of the County boundary in the community of El Dorado Hills. Industrial land owned by GenCorp and associated buffer lands are located to the west of Prairie City Road.

### **Project Site Setting**

The following section describes the existing visual character and quality of the project site, as well as the existing views offered from the site and the views of the site from the surrounding areas.

### Existing Visual Character

The proposed project site is situated within the eastern Hillside District of the FPASP. The eastern Hillside District includes hilly terrain and is defined by the abrupt change in topography that occurs immediately east of the Sacramento-Placerville Transportation Corridor. The topography of the site is gently rolling with areas of rock outcrops and weathered core stones in areas along the tops of ridges and knolls. Topographic relief of the project site ranges from approximately 450 feet above mean sea level at the northwestern corner near Old Placerville Road to more than 790 feet above mean sea level near the northeastern corner of the project site.

The project site has historically been used for cattle grazing, farming, and mining activities and is currently vacant and undeveloped, with the exception of the four existing telecommunication facilities. The majority of the project site is covered in annual grassland and is characterized by a dense cover of non-native annual grasses interspersed with numerous species of nonnative annual forbs and native wildflowers.<sup>7</sup> Freshwater wetland plant communities, vernal pools, seasonal wetlands, and drainage channels are dispersed intermittently throughout the project site. Native oak trees or street trees are not located on the site.<sup>8</sup> However, four Fremont cottonwoods, six red willows, and one black willow were observed on-site.

The project site currently contains four active communication towers located near the northeast corner of the project site with various radio and wireless telecommunication antennas attached.<sup>9</sup> The communication towers are situated within three separate fenced compounds: the northern site, the central site, and the southern site. The northern site contains a single tower with one support building. The northern site relies on municipal power and does not contain a back up energy source. The central site contains a single tower with two separate support structures. The central site relies on a generator serviced by two propane tanks. The southern site contains two towers, one larger support building, and two 300-gallon above-ground diesel storage tanks on concrete pads. The southern site is the oldest of the three sites and relies on three generators.

A dirt and gravel access road extends from White Rock Road to the communication tower complex. It should be noted that the FPASP land use and zoning maps did not include the four towers. The four towers were identified in the FPASP EIR/EIS as existing changes to the natural, rolling topography. However, the area containing the four towers is designated as Public/Quasi-Public as part of the proposed project and, due to contractual commitments, the towers are anticipated to remain in place.

Approximately a 0.5-miles northwest of the project site is the signalized intersection of East Bidwell Street and Placerville Road. The nearest exit from US 50 providing access to the project site is East Bidwell Street, which is a major entry point and a key focal point to the City due to the variety of commercial and retail developments, including the Palladio shopping center. The project site is currently accessible from Placerville Road.

Existing land uses surrounding the proposed project site include single-family residential development and several major retail centers across US 50 to the north; El Dorado County housing developments and the El Dorado Hills Town Center to the east; open grasslands across White Rock Road to the south; and the open grasslands to the west. The nearest developed residential area is located over 400 feet north of the project site, opposite of US 50. In addition, a nearby developed residential area is located approximately 850 feet to the east of the project site, opposite of the Sacramento/El Dorado County border. Russell Ranch Elementary School is located approximately 0.40-miles northeast of the project site, and Vista Del Lago High School is located approximately 0.80-miles north of the project site. The nearest existing commercial development is north of US 50, and consists of mixed use commercial, medical offices, business professional, an existing and planned hospital, and various retail outlets.

### Scenic Resource Designations

Scott Road, from White Rock Road south to Latrobe Road, is a designated scenic corridor in the Sacramento County General Plan.<sup>6</sup> According to the Scenic Highways Element of the Sacramento County General Plan, the visual character of the roadway, characterized as grasslands and cattle-grazing lands, was considered to be particularly scenic and thus warranted scenic corridor protection. The scenic corridor portion of Scott Road is not located within the project site; however, the proposed project would be visible from the scenic corridor.

The City of Folsom General Plan does not designate a scenic corridor within the vicinity of the proposed project. However, the Broadstone Unit 3 Specific Plan, which is located immediately



north of US 50 across from the proposed project, does designate East Bidwell Street as a scenic corridor. Currently a substantial portion of the Broadstone Unit 3 Specific Plan has been built-out. Because development north of US 50 has occurred in the areas identified as providing scenic amenities within the East Bidwell view corridor, the City no longer considers the roadway a scenic corridor.<sup>7</sup>

According to the FPASP EIR/EIS, the Specific Plan area, as a whole, contains high levels of vividness, intactness, and unity providing high quality visual resources a large stretch of undeveloped land along U.S. 50 in eastern Sacramento. Therefore, the FPASP EIR/EIS describes the FPASP area as a scenic vista.<sup>8</sup>

The California Department of Transportation (Caltrans) manages the California Scenic Highway Program. The goal of the program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to designated highways. The portion of US 50 adjacent to the proposed project is not designated as a scenic highway.

### Sensitive Receptors

The sensitive receptors to the visual and aesthetic alteration of the project area would be travelers along US 50 looking southeast, travelers along Iron Point Road looking south, the residential area in El Dorado County to the east along Winterfield Drive, and the residential area in El Dorado County to the southeast along Carson Crossing Road. Travelers along Iron Point Road and US 50 are considered sensitive receptors due to the large number of individuals traveling the route, and residences to the north of Iron Point Road are considered sensitive due to the duration of exposure to any change, their familiarity with the existing landscape and views, and their ability to detect changes in views. The existing view from the residential area north of Iron Point Road consists of the existing commercial developments north of US 50, US 50, and the proposed project site. Similarly, residences to the east and southeast in El Dorado County are considered sensitive due to the proximity to the site, their familiarity with the existing landscape and views, and their ability to detect changes in views.

### Existing Views from the Project Site

From the project site, large expanses of gently rolling grasslands are visible. The site overlooks the areas to the south, west, and east, including the open space area associated with the area south of US 50 and the residential areas to the east and southeast in El Dorado County.

Foreground views of the project vicinity from the project site consist of grassland, rock outcroppings, agricultural accessories, various ephemeral drainages, and ponds. Middleground views of the project vicinity from the project site consist of farmland to the south and west, the City of Folsom and US 50 to the north, and the community of El Dorado Hills to the east. In the background, the Sierra Nevada mountains are visible from the project area to the southeast, grasslands and agricultural fields to the south, and the Coastal Range to the west. On a clear day, skyscrapers within the City of Sacramento, and Mount Diablo, are visible from the project site to the southwest.

### Existing Views of the Project Site

Because the topography of the project site slopes upward moving to the east, the site is generally visible from all sides. Photos were taken of the project site in order to capture existing views from the potential nearby sensitive visual receptors. Figure 4.1-1 provides an overview of the locations from which the photographs were taken.

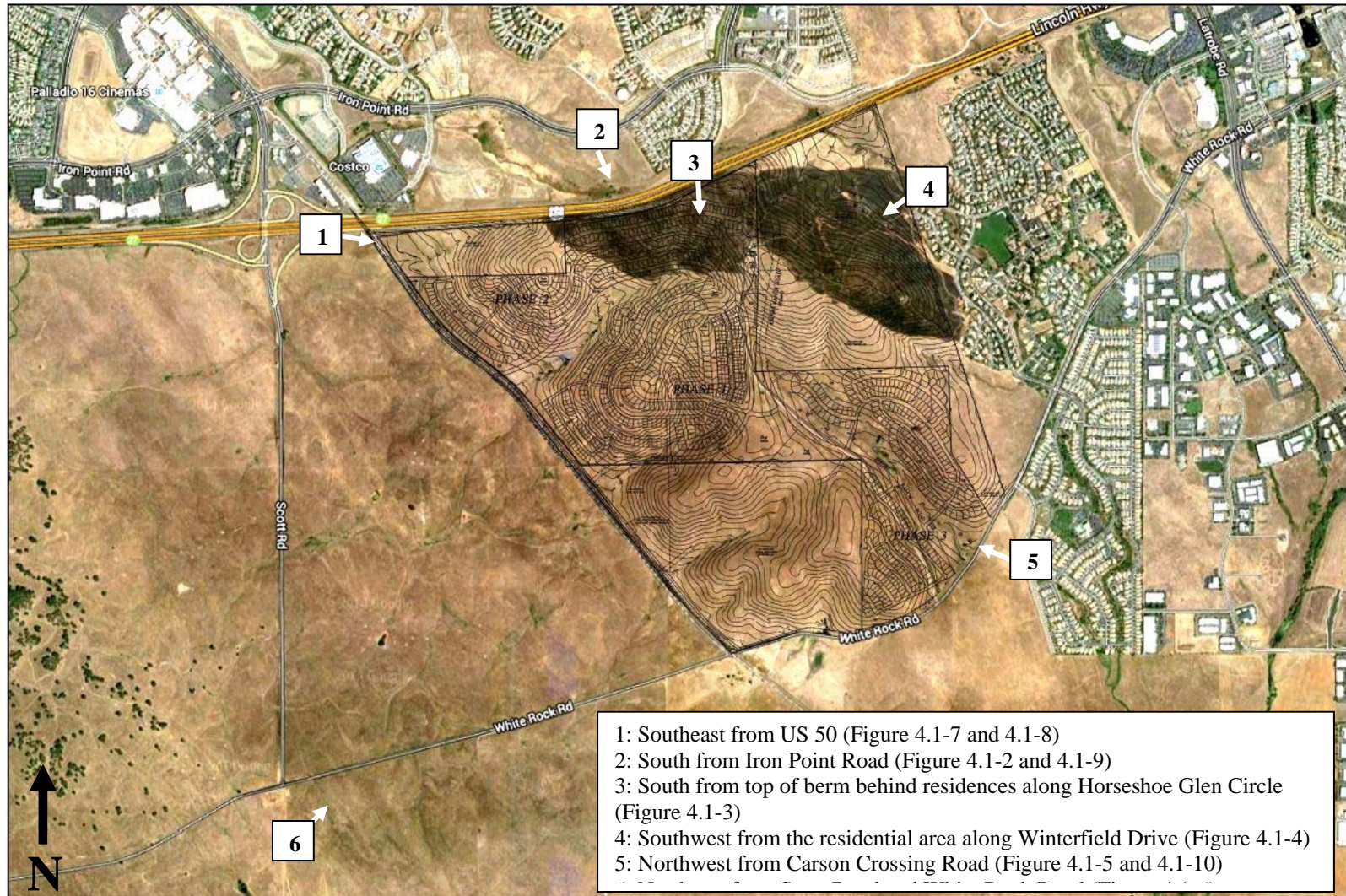
North of the project, the site can be seen from residents and travelers along Iron Point Road. As shown in Figure 4.1-1, photographs taken at location 2 present views looking southeast at the project site from Iron Point Road (see Figure 4.1-2). In addition, two-story residences along Horseshoe Glen Circle that back up to US 50 have the potential to provide views of the project site (photograph location 3). However, views from these residences would be obstructed by an existing sound barrier, as well as an earthen berm shown in Figure 4.1-3.

East of the project, the site can be seen from residents in El Dorado County along Montrose Court, Winterfield Drive, and White Rock Road. Photographs taken at location 4 represent views looking southwest at the project site from the residential area along Montrose Court and Winterfield Drive (see Figure 4.1-2). As shown in Figure 4.1-2, existing views from location 4 consist of the hillside adjacent to the proposed project, which includes open space, cell towers, and trees. The photograph taken at location 5 represents views looking northwest at the project site from residences along Carson Crossing Road (see Figure 4.1-5). Views of the project site from the residences in El Dorado County located northeast of the project site, opposite US 50, would be shielded by existing topography.

Sensitive receptors to the south of the project generally do not exist. However, the County designates Scott Road south of the city-limit line as a scenic corridor. Figure 4.1-6 shows the view of the project site from Scott Road and White Rock Road (photograph location 6).

Sensitive receptors west of the project site do not exist except for travelers on US 50 heading eastbound. Photograph location 1 represents views of the site afforded to motorists traveling east along US 50 as they approach the project site (see Figure 4.1-7). Photographs taken at location 1 represent views looking southeast at the project site from US 50 and East Bidwell Street/Scott Road.

**Figure 4.1-1**  
**Photo Locations and View Directions**





**Figure 4.1-2  
Existing View from Location 2 – Looking South at the Project Site from Iron Point Road**



**Figure 4.1-3**  
**Existing View from Location 3 – Looking South at the Project Site from Top of Berm Behind Residences Along Horseshoe Glen Circle**





**Figure 4.1-4**

**Existing View from Location 4 – Looking Southwest at the Project Site from the Residential Area Along Winterfield Drive**



**Figure 4.1-5**  
**Existing View from Location 5 – Looking Northwest at the Project Site from Carson Crossing Road**



**Figure 4.1-6**  
**Existing View from Location 6 – Looking Northeast at the Project Site from Scott Road**





**Figure 4.1-7**  
**Existing View from Location 1 – Looking Southeast at the Project Site from US 50**



### 4.1.3 REGULATORY SETTING

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Applicable federal laws or regulations pertaining to the visual quality of the project area do not exist. However, the existing State and local laws and regulations are listed below, as applicable.

#### State Regulations

The following are applicable State goals and policies related to aesthetic resources.

##### California Scenic Highway Program

The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. Such highways are identified in Section 263 et seq. of the Streets and Highways Code.

#### Local Regulations

The following are applicable local goals and policies related to aesthetic resources.

##### City of Folsom General Plan

The following community design and scenic resource goals and policies of the *City of Folsom General Plan* are applicable to the proposed project.

|             |   |
|-------------|---|
| Policy 1.1  | New development shall preserve and/or enhance to the maximum degree feasible, the existing natural vegetation, landscape features and open space, consistent with the Goals and Policies of this Plan.  |
| Policy 1.2  | Existing viewsheds and opportunities for viewsheds should be incorporated into the design of new developments.  |
| Policy 3.2  | Developments should be compatible with the natural features and the buildings that surround them. Compatibility will be measured by the size and configuration of buildings in a project, the use of materials and landscaping, the preservation of existing vegetation and landscape features, and the location of entrance and exit routes on the project site. |
| Policy 15.2 | Community commercial centers should be designed to minimize impacts on adjacent uses through site design, access and parking, landscaping and lighting standards.   |
| Goal 24     | To ensure that projects contain landscaping and trees that complement the City's natural character.   |

- Policy 24.1                      Development projects shall contain landscaping of common or public areas, surface parking areas, and streets bordering the project.
- Policy 24.2                      Prior to the granting of a building permit, a project must have an approved landscaping plan showing the location, type, and proposed maintenance of landscaping.
- Policy 24.3                      The developer or property owners shall be responsible for maintaining landscaping required as part of the project approval for residential developments where there are common areas, and for all commercial and industrial developments. The City will require the establishment of a landscaping maintenance district or other legally binding maintenance agreement and will reserve the power to enforce the maintenance agreement through appropriate means.
- Policy 24.4                      The City shall adopt a landscaping ordinance with standards for:
1. Preferred types of plants and materials.
  2. Agreements to ensure the continued maintenance of landscaped areas.
  3. Minimum size of trees upon planting.
  4. Amount of landscaping area.
- Policy 27.3                      The City shall adopt a Scenic Corridor Plan for the identified scenic corridors including but not limited to:
1. Folsom Boulevard Scenic Corridor, from US 50 to Sutter Street.
  2. Greenback Lane Scenic Corridor, from the City Limits to Riley Street.
  3. East Natoma Street Scenic Corridor, from Oak Avenue Parkway to the El Dorado County Line.
  4. Folsom-Auburn Road Scenic Corridor, from the City Limits to Greenback Lane.

### City of Folsom Municipal Code

The *Folsom Municipal Code* (FMC) includes the following chapter related to aesthetics.

#### *Chapter 17.06, Design Review*

Pursuant to Sections 17.06.030 and 17.06.040, the design and architecture of single-family residential projects which are a part of a planned development or a tentative subdivision map must be submitted to the Community Development Director and Planning Commission for review and approval.<sup>9</sup>

### City of Folsom Hillside Development Guidelines

On February 14, 1995, the City of Folsom Planning Department adopted Resolution No. 4604, Hillside Development Guidelines.<sup>10</sup> The purpose of the Hillside Development Guidelines is to illustrate key design principles and issues that the City will use in evaluating applications for development of any site within hillside areas of the City. The guidelines address street design, grading, site design, parking, drainage, architecture, landscaping, visual impact, and preservation of natural features, and are based on the City's Hillside Development Procedures and Standards Ordinance (Ordinance No. 798).

### Folsom Plan Area Specific Plan

The planning principles and objectives of the FPASP relating to aesthetics that are applicable to the proposed project are presented below.

Principle 2      Enhancing the Natural Environment: Preserve and protect the natural habitat within open space areas that also provides opportunities for recreation and enjoyment.

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

In addition, the following policy in the Alder Creek & Floodplain Protection Section of the FPASP relates to lighting adjacent to Alder Creek.

Policy 10.38      All lighting adjacent to Alder Creek shall be limited to bridges, underpasses, trailheads, public facilities and for other public safety purposes. Lighting fixtures shall be fully shielded and energy efficient.

### *Hillside Standards*

The FPASP also contains Hillside Standards (Appendix A.5 of the FPASP) which include Design Standards (Appendix A.5.3 of the FPASP) that set forth architectural guidelines to satisfy

aesthetic concerns. The intention of the FPASP Design Standards is to provide clear directions and design criteria for users. Individual projects would be compatible with the common overall community elements; however, the need for separate identity, use of product type, or tenant preference may dictate variation. All applications for approval of new construction in hillside areas shall comply with the standards in Appendix A.5.3 as well as those in FMC Chapter 17.06. The Design Standards included in FPASP include grading standards (Appendix A.5.3.1 of the FPASP), residential subdivision design standards (Appendix A.5.3.2 of the FPASP), and building and landscaping standards (Appendix A.5.3.3 of the FPASP) for all development in hillside areas. The residential subdivision design standards and building and landscaping standards are discussed in further detail below.

### Residential Subdivision Design

The Residential Subdivision Design section of the FPASP includes standards for the design of new residential lots for proposed subdivisions in hillside areas. Subdivisions shall be designed to account for the natural qualities of the site, including steepness of terrain, location of watercourses, periodic flooding, earth movement, size, shape and other physical conditions. Lot sizes shall conform to the requirements of Appendix A.2, Zoning Categories, Regulations and Development Standards, of the FPASP. The Residential Subdivision Design section includes specific requirements regarding the lot size, depth, location, slope, and coverage.

In addition, the Residential Subdivision Design section contains standards for the design of residential streets for proposed subdivisions in hillside areas. Cul-de-sacs shall not exceed 500 feet in length; provided, however, that where turnouts or turnarounds are provided to the satisfaction of the Fire Department and the Department finds adequate fire protection is possible, cul-de-sacs may be increased to 1,000 feet in length. Long, straight residential streets, conducive to high speed traffic, shall not be permitted. Standards for parking and street light are also included.

### Building and Landscaping

The Residential Subdivision Design section of the FPASP includes standards for the design of buildings and landscaping for proposed development in hillside areas. All applications for approval of new construction in hillside areas shall be subject to design review as outlined in FMC Chapter 17.06. Such applications shall comply with the standards in this section as well as those in FMC Chapter 17.06. The Building and Landscaping section includes specific requirements regarding rooflines, building materials, decks and deck supports, landscaping plans, native plants, heritage oaks, and exterior lighting.

The rooflines of structures should be below the height of any existing tree canopy, to the extent feasible. Non-reflective, fire-resistant materials and colors that blend with the natural landscape shall be used for all construction in hillside areas. On downhill sites, decks shall be located and designed to avoid tall and highly visible supports. A preliminary landscaping plan shall be submitted to the Community Development

Department together with any tentative subdivision or parcel map application for parcels in hillside areas.

In addition, whenever practical, native landscaping materials shall be used for street trees, parks and other areas within hillside area developments. Exterior lighting shall be the minimum necessary to provide for safety for pedestrians and other non vehicular uses around the primary building on the site. Landscaping shall be used to reduce long-range visibility of night lighting.

#### **4.1.4 IMPACTS AND MITIGATION MEASURES**

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This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to aesthetics. In addition, a discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

##### **Standards of Significance**

Consistent with Appendix G of the CEQA Guidelines, the City's General Plan, the FPASP and associated EIR, and professional judgment, a significant impact would occur if the proposed project would result in 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;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Based on the analysis in the Initial Study prepared for the proposed project (see Appendix C), potential impacts to scenic resources within the vicinity of a State scenic highway were determined to have a less-than-significant impact. The proposed project is not located within the vicinity of a State scenic highway, and therefore, would not substantially damage scenic resources within a State scenic highway. Impacts related to State scenic highways are not examined further in this EIR.

##### **Method of Analysis**

The analysis of impacts gives full consideration to the development of the project site and acknowledges the physical changes to the existing setting. Impacts to the existing environment of the project site are to be determined by the contrast between the site's visual setting before and after the proposed development. Although few standards exist to singularly define the various individual perceptions of aesthetic value from person to person, the degree of visual change could be measured and described in a reasonably objective manner in terms of visibility and visual contrast, dominance, and magnitude.

As discussed above, the sensitive receptors to the visual and aesthetic alteration of the project area would be travelers along US 50 looking southeast, travelers along Iron Point Road looking south, the residential area to the north just south of Iron Point Road, the residential area in El Dorado County to the east along Winterfield Drive, and the residential area in El Dorado County to the southeast along Carson Crossing Road.

It should be noted that impacts related to the proposed water storage tank near Empire Ranch Road have been analyzed in the South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND).<sup>11</sup> The Backbone Infrastructure MND is required to be considered by the City Council for approval prior to public hearings on the proposed project entitlements and this EIR.

### **Project-Specific Impacts and Mitigation Measures**

The following discussion of aesthetic impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

#### **4.1-1 Substantial adverse effect on a scenic vista or degradation of the existing visual character or quality of the project site and/or the site's surroundings. Based on the analysis below, even with mitigation, the impact is *significant and unavoidable*.**

The proposed project would include 875 residential units, approximately 164 acres of open space and parks, as well as 9.7 acres for an elementary school. The existing cell towers and associated equipment would remain in place in the northwestern portion of the project site. Development of the proposed project would occur in three phases. Each phase would be mass graded prior to revegetation of the proposed open space areas. Therefore, a change to the visual setting would occur during construction as well as upon completion of the proposed project.

#### Views of the Project Site

During construction, the site would be highly visible from US 50, the existing City to the north, and portions of the residence along White Rock Road. Because the phases would be mass graded, construction of the proposed project would result in a substantial change in visual character of the project site. In addition, new residents from the initial phases of development would become potentially sensitive visual receptors during the latter phases of project development. Therefore, the potential for interim internal impacts could occur. Post construction, the site would be built-out with roadways, homes, open space and landscaping. Photosimulations were prepared to from select viewpoints to provide a visual representation of the fully developed proposed project.

Photosimulations for locations 1, 2, and 5 were prepared to capture representative views from the nearby sensitive visual receptors. A photosimulation was not prepared for locations 3, 4, and 6 because the project site is either entirely blocked by existing terrain or is too far away to make any noticeable difference to the viewer.

Figures 4.1-8 through 4.1-10 illustrate views of the project site and surrounding areas including development of the proposed project with landscape vegetation at mature growth. The existing views are presented as well to provide a direct visual comparison.

Figure 4.1-8 presents the view from location 1 looking southeast at the project site from US 50. As shown in the figure, the proposed residences would be clearly visible to travelers along US 50. Figure 4.1-9 presents the view from location 2 looking south at the project site from Iron Point Road. As shown in the figure, the proposed residences would be clearly visible to travelers along Iron Point Road, residences to the north along Iron Point Road, and travelers on US 50 immediately north of the project site. Figure 4.1-10 presents the view from location 5 looking northwest at the project site from Carson Crossing Road. As shown in the figure, the proposed residences and open space would be clearly visible to residences along White Rock Road to the southeast.

#### Views From the Project Site

The site overlooks the areas to the south, west, and east, including the open space area associated with the remainder of the FPASP. The proposed project, unlike the FPASP plan for the project site, includes the use of single-loaded streets with landscaped, terraced slope areas beyond the rear yards of the proposed residences in an attempt to provide the future residences with views of the remaining portions of the FPASP, which is described as a scenic vista.

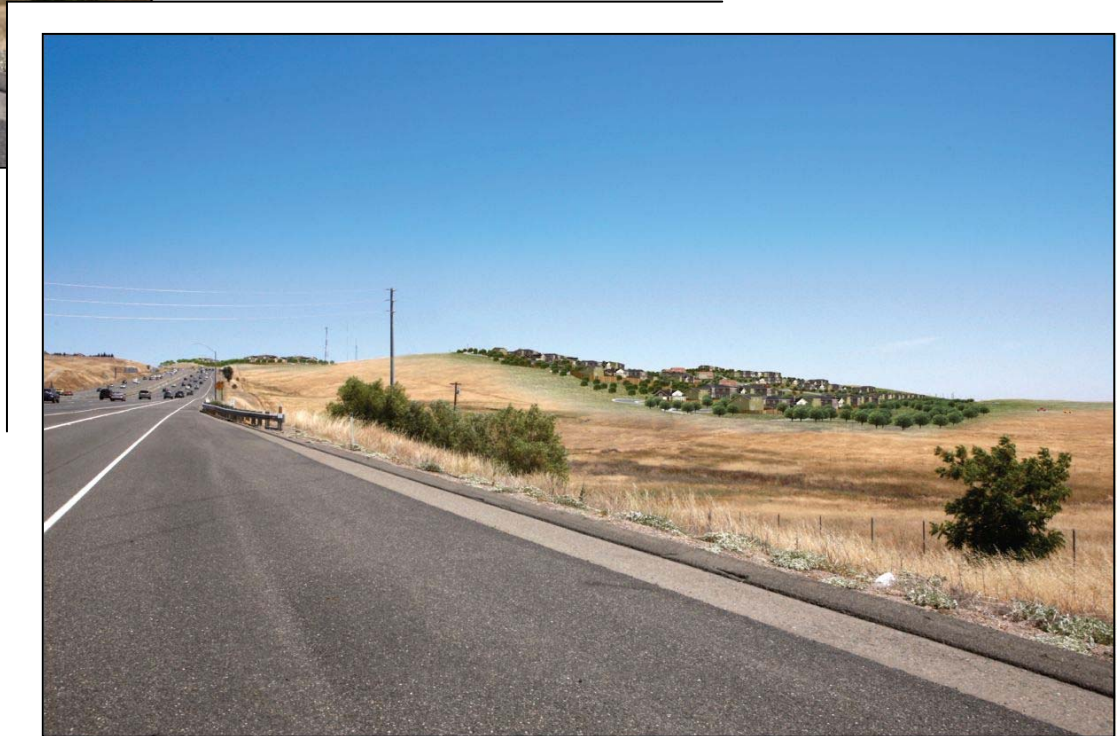
#### Design Standards

To address the aesthetic value of the built environment, the FPASP included design standards. In addition, the proposed project is required to develop project-specific design guidelines. The proposed project would be required to comply with the FPASP Design Standards. The proposed project design would be generally consistent with the overall intent of the Design Standards for hillside areas (i.e., lot size, lot coverage, access to streets, street lights, rooflines, building materials and colors, etc.) while still having a separate identity. The exterior of the proposed structures would blend with the natural landscape by utilizing natural materials and colors for architectural interest. Reflective materials, except for window surfaces, would be avoided. Class A, fire-resistant roof materials would be used on the proposed residences and school buildings. Although the project design would be expected to comply with the FPASP Design Guidelines, compliance would be ensured during the design permit and architectural review process.

The Russell Ranch Neighborhood Design Guidelines were created for the proposed project in order to summarize the proposed neighborhood vision with guiding principles, the proposed landscape, streetscape, and neighborhood design, and development and design standards. The guidelines function to implement the City of Folsom General Plan goals for the area, implement the FPASP, establish a design framework, and create a design review framework by which to evaluate, critique, and approve development projects on individual sites with the project.



**Figure 4.1-8**  
**Proposed View from Location 1 - Looking Southeast at the Project Site from US 50**



**Figure 4.1-9**  
**Proposed View from Location 2 - Looking South at the Project Site from Iron Point Road**



**Figure 4.1-10**  
**Proposed View from Location 4 - Looking Northwest at the Project Site from Carson Crossing Road**



Various elevations, building materials, massing, architectural styles, and roof forms ensure that repetition is avoided in order to create a sense that the neighborhood has been built over time. To further define and emphasize the architecture of the proposed project, nine architectural styles are outlined in the Neighborhood Design Guidelines. Additional architectural styles that are consistent with the neighborhood vision would be reviewed and approved on a case-by-case basis.

By utilizing the Russell Ranch Neighborhood Design Guidelines and City of Folsom Hillside Development Guidelines, the proposed project site would be developed and designed to complement the natural topography while maintaining an interconnected network of open space and trails.

### Conclusion

The approved FPASP included 244 more residential units and 380,061 square feet of commercial uses on the project site than the proposed project. Although the proposed project results in a reduction in the number of units and eliminates commercial development, the aesthetic impacts would remain similar. The proposed project would comply with the City's Hillside Development Guidelines and the FPASP Design Standards. However, due to the substantial change to the existing setting of the site, the proposed project would be considered to degrade the existing visual character or quality of the project site and/or the site's surroundings. In addition, the future residents of the initial phases of development would become potential sensitive visual receptors during the latter phases of development. Furthermore, because the proposed project is located on a site described as a scenic vista, development of the proposed project would result in a **significant** impact.

### Project-Specific Mitigation Measure(s)

Buildout of the proposed project would significantly alter a scenic vista and the existing visual character of the project site. The following mitigation measure would alleviate the impacts to future residents during construction. Other feasible mitigation measures are not available to reduce impacts associated with the alteration of a scenic vista or degradation of the existing visual character or quality of the project site from project development to a less-than-significant level. Therefore, the impact would remain *significant and unavoidable*.

- 4.1-1      *Prior to the approval of the grading plan, the issuance of a building permit, as well as during construction, the project contractor of all project phases 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 visual barriers such as berms or fences. The*

*screen design shall be approved by the City's Community Development Department to reduce visual effects to the extent possible.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

**3A.1-4:** *Screen Construction Staging Areas.* The project applicant(s) for any particular discretionary development application 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 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 in consultation 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*

**4.1-2 Creation of new sources of substantial light or glare that would adversely affect day or nighttime views in the area. Based on the analysis below and with implementation of mitigation, the impact is less than significant.**

Glare is typically associated with reflections from windows, building materials, and vehicles. The project site is currently vacant and undeveloped, with the exception of the four existing telecommunication facilities. As such, implementation of the proposed project would introduce new sources of light and glare to the project area.

As discussed above, the proposed project is required to comply with the City's Hillside Development Guidelines, and the goals and policies of the FPASP, including compliance with the FPASP Design Guidelines. Consistency with the City's Hillside Development Guidelines and the FPASP Design Guidelines would be ensured during the design permit and architectural review process. The City's Hillside Development Guidelines include design principles for lighting such as the following: a minimal approach to outdoor lighting; exterior lighting should be primarily for safety of pedestrians and other non-vehicular uses around the building of a site; development of exterior lighting plans should take into consideration the natural site conditions and location; lighting for purely decorative purposes should be avoided; use of conventional unshaded or non-recessed spot lights or flood lights with bulbs of 75 watts or greater should be avoided; and lighting should not spill into a neighbor's property (i.e., screen light sources and/or use directional lighting, use ground level lighting, and limit light intensity). The FPASP



Design Guidelines prohibit the use of reflective building materials. In addition, the FPASP Design Guidelines prohibit the use of windows with highly reflective treatments and encourages locating windows to avoid highly reflective sun orientations to adjacent properties. Furthermore, the Guidelines require exterior lighting to be installed at the minimum necessary to provide for safety for pedestrians and other non vehicular uses around the proposed buildings. In addition, landscaping would be used to reduce long-range visibility of night lighting.

The proposed project's building and street lighting would be designed to minimize potential impacts on surrounding properties in accordance with standards included in the Russell Ranch Neighborhood Design Guidelines. For example, per the Russell Ranch Neighborhood Design Guidelines, exterior lighting throughout the project site would be the minimum necessary to provide safety for pedestrians and other non-vehicular uses. Lighting would be designed and selected to provide appropriate light levels to reduce long-range visibility of night lighting with full cut off fixture designs. Fixtures would not be ornamental, but would be simple and understated. Landscape up lighting would be avoided in order to keep the upward nighttime glare to a minimum. Although complete elimination of project-related glare would be impossible, compliance with the Russell Ranch Neighborhood Design Guidelines, as well as the FPASP Design Guidelines limitations related to glare, would help to reduce the amount of reflective surfaces and materials that could contribute to glare.

The approved FPASP included 244 more residential units and 380,061 square feet of commercial uses on the project site than the proposed project. The approved FPASP commercial development would result in greater light and glare impacts than the proposed project. Overall, due to the proposed project's design and required consistency with the City's Hillside Development Guidelines and the FPASP Design Guidelines, the proposed project would not be expected to generate light or glare that would adversely affect day or nighttime views in the area. However, without a site lighting plan, the impacts from light and glare are difficult to determine. Therefore, without a lighting plan, the proposed project would have a ***potentially significant*** impact related to light and glare.

#### Project-Specific Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

4.1-2      *Prior to the issuance of a building permit, the project applicant of all project phases shall submit a lighting plan for the project to the Folsom Community Development Department. The lighting plan shall*

- *shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;*
- *place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and*

- passing motorists;*
- *for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or 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; and*
- *design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design.*

*The project applicant shall implement the approved lighting plan, subject to approval by the Community Development Department.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

## **Cumulative Impacts and Mitigation Measures**

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the City as well as buildout of the remainder of the FPASP.

### **4.1-3 Long-term changes in visual character of the region associated with cumulative development of the proposed project in combination with future buildout in the City of Folsom. Based on the analysis below and the lack of feasible mitigation, the impact is *significant and unavoidable*.**

Buildout of the entire FPASP would constitute the cumulative setting for the proposed project. Full development of the FPASP would convert the 3,510-acre undeveloped site to mixed use development on approximately 2,335 acres. The project site is included in the FPASP as a mixed use development including 1,119 residential units, 380,061 square feet of commercial, an elementary school, and approximately 105 acres of open space and parks. It should be noted that the FPASP did not include the existing cell towers in the land use plan for the project site. The proposed project includes 875 residential units, zero commercial, an elementary school, approximately 164 acres of open space and parks, and 2.6 acres to accommodate the existing cell towers. The FPASP EIR/EIS concluded that impacts to the visual character of the FPASP would be significant and unavoidable because views along nearby roadways would change and views of the FPASP are part of thousands of acres of open space that would no longer exist. Therefore, a significant cumulative impact would result.

Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on a prominent hillside within the FPASP. Thus, the proposed project's contribution to the impact to the existing visual character or quality of the site or region identified in the FPASP EIR/EIS would be *significant*, even with the Specific Plan Amendment request.

Project-Specific Mitigation Measure(s)

Buildout of the proposed project would significantly alter the existing visual character of the project site. The following mitigation measures would alleviate the cumulative impacts to the visual character of the site both during construction and in the long-term. Nevertheless, consistent with the conclusions of the FPASP EIR/EIS, buildout of the proposed project would remain a *significant and unavoidable* impact.

4.1-3            *Implement Mitigation Measures 4.1-1 and 4.1-2.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

## Endnotes

- <sup>1</sup> City of Folsom. *City of Folsom General Plan*. January 1993.
- <sup>2</sup> Sacramento County. *Sacramento County General Plan of 2005 – 2030*. Amended November 9, 2011.
- <sup>3</sup> City of Folsom. *Folsom Plan Area Specific Plan*. June 28, 2011.
- <sup>4</sup> City of Folsom. *Folsom South of U.S. 50 Specific Plan Project Public Draft EIR/EIS*. June 2010.
- <sup>5</sup> City of Folsom. *Folsom South of U.S. 50 Specific Plan Project Public Final EIR/EIS*. May 2011.
- <sup>6</sup> AdvanceSim. *Photosimulation prepared for the Russell Ranch project*. September 2014.
- <sup>7</sup> ECORP Consulting, Inc. *Biological Resources Impact Assessment, Non-Backbone Russell Ranch Project*. August 2014.
- <sup>8</sup> Foothill Associates. *Russell-Promontory Property Tree Survey*. February 7, 2014.
- <sup>9</sup> ENGEO, Inc. *Phase I Environmental Site Assessment, Russell Ranch South, Folsom, California*. May 7, 2013.
- <sup>6</sup> Sacramento County. *Sacramento County General Plan of 2005 – 2030, Exhibit 3A.1-1, Viewpoint 25*. Amended November 9, 2011.
- <sup>7</sup> City of Folsom. Personal communication with Steve Banks, City Planner. April 1, 2014.
- <sup>8</sup> City of Folsom. *Folsom South of U.S. 50 Specific Plan Project Public Draft EIR/EIS*. June 2010. Page 3A.1-2.
- <sup>9</sup> City of Folsom. *Folsom Municipal Code, Chapter 17.06: Design Review*. July 22, 2014.
- <sup>10</sup> City of Folsom. *Hillside Development Guidelines*. February 14, 1995. Available at: <https://www.folsom.ca.us/civicax/filebank/blobdload.aspx?blobid=2289>.
- <sup>11</sup> City of Folsom. *South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration*. December 2014.



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## 4.2. AIR QUALITY AND CLIMATE CHANGE

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## 4.2

## AIR QUALITY AND CLIMATE CHANGE

### 4.2.1 INTRODUCTION

The Air Quality and Climate Change chapter of the EIR describes the effects of the proposed project on local and regional air quality, as well as global climate change. The chapter includes a discussion of existing air quality conditions, applicable regulations, construction-related emissions, and direct and indirect operational emissions, including greenhouse gas (GHG) emissions. Impacts of project emissions on both the local and regional scale, and mitigation measures to reduce or eliminate any identified significant impacts are also addressed. The Air Quality and Climate Change chapter utilizes information obtained from the *City of Folsom General Plan*,<sup>1</sup> the *Folsom Plan Area Specific Plan (FPASP)*<sup>2</sup> and associated EIR/EIS,<sup>3,4</sup> the California Emissions Estimator Model (CalEEMod) version 2013.2.2,<sup>5</sup> and is primarily based on information, guidance, and analysis protocol provided by the Sacramento Metropolitan Air Quality Management District (SMAQMD).

### 4.2.2 EXISTING ENVIRONMENTAL SETTING

The following information provides an overview of the existing environmental setting in relation to air quality within the proposed project area. Air basin characteristics, ambient air quality standards (AAQS), attainment status and regional air quality plans, local air quality monitoring, odors, sensitive receptors, and greenhouse gases are discussed.

#### Air Basin Characteristics

The City of Folsom is located within Sacramento County, which is within the boundaries of the Sacramento Valley Air Basin (SVAB). Air quality in the SVAB is largely the result of the following factors: emissions, geography, and meteorology (wind, atmospheric stability, and sunlight).

The Sacramento Valley is often described as a bowl shaped valley, with the SVAB being bounded by the North Coast Ranges on the west and the Northern Sierra Nevada Mountains on the east, and the intervening terrain being flat. The Sacramento Valley has a Mediterranean climate, characterized by hot dry summers and mild rainy winters. During the year, the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is approximately 20 inches with snowfall being very rare. The prevailing winds are moderate in strength and vary from moist breezes from the south to dry land flows from the north.<sup>6</sup>

The mountains surrounding the Sacramento Valley create a barrier to airflow, which can trap air pollutants in the valley when meteorological conditions are right and a temperature inversion exists. The highest frequency of air stagnation occurs in the autumn and early winter when large

high-pressure cells lie over the valley. The lack of surface wind during such periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in the air. The surface concentrations of pollutants are highest when these conditions are combined with smoke from agricultural burning, which is regulated through SMAQMD permits, or when temperature inversions trap cool air, fog, and pollutants near the ground.

The ozone season (May through October) in the Sacramento Valley is characterized by stagnant morning air or light winds with the Delta sea breeze arriving in the afternoon out of the southwest. Usually the evening breeze transports the airborne pollutants to the north out of the Sacramento Valley. However, during approximately half of the days from July to September, a phenomenon called the “Schultz Eddy” prevents such transport from occurring. Instead of allowing for the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern and pollutants to circle back southward. The Schultz Eddy effect exacerbates the pollution levels in the area and increases the likelihood of violating the federal and State air quality standards.

### **Ambient Air Quality Standards**

The federal Clean Air Act (CAA) requires the U.S. Environmental Protection Agency (USEPA) to set National Ambient Air Quality Standards (NAAQS) for six common air pollutants, known as criteria pollutants, because the criteria air pollutants could be detrimental to human health and the environment. The criteria pollutants include particulate matter, ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. Primary standards are the set of limits based on human health, and secondary standards are the set of limits intended to prevent environmental and property damage. States may also establish their own ambient air quality standards, provided the State standards are at least as stringent as the NAAQS. California has established California Ambient Air Quality Standards (CAAQS) pursuant to Health and Safety Code Section 39606(b) and its predecessor statutes. The State of California has established air quality standards for some pollutants not addressed by federal standards, including hydrogen sulfide, sulfates, vinyl chloride, and visibility reducing particles.

The NAAQS and CAAQS summarized in Table 4.2-1 represent safe levels that avoid specific adverse health effects. A summary of the pollutants, their characteristics, health effects, and typical sources is provided in Table 4.2-2, followed by brief descriptions of each criteria pollutant. Of the pollutants, particle pollution and ground-level ozone are the most widespread health threats.

**Table 4.2-1  
 Ambient Air Quality Standards**

| Pollutant   | Averaging Time   | CAAQS                 | NAAQS                 |                      |
|---|------------------|-----------------------|-----------------------|----------------------|
|   |                  |                       | Primary               | Secondary            |
| Ozone   | 1 Hour           | 0.09 ppm              | -                     | Same as primary      |
|   | 8 Hour           | 0.070 ppm             | 0.075 ppm             |                      |
| Carbon Monoxide                                   | 8 Hour           | 9 ppm                 | 9 ppm                 | -                    |
|   | 1 Hour           | 20 ppm                | 35 ppm                |                      |
| Nitrogen Dioxide                                  | Annual Mean      | 0.030 ppm             | 53 ppb                | Same as primary      |
|   | 1 Hour           | 0.18 ppm              | 100 ppb               | -                    |
| Sulfur Dioxide                                    | 24 Hour          | 0.04 ppm              | -                     | -                    |
|   | 3 Hour           | -                     | -                     | 0.5 ppm              |
|   | 1 Hour           | 0.25 ppm              | 75 ppb                | -                    |
| Respirable Particulate Matter (PM <sub>10</sub> ) | Annual Mean      | 20 ug/m <sup>3</sup>  | -                     | Same as primary      |
|   | 24 Hour          | 50 ug/m <sup>3</sup>  | 150 ug/m <sup>3</sup> |                      |
| Fine Particulate Matter (PM <sub>2.5</sub> )      | Annual Mean      | 12 ug/m <sup>3</sup>  | 12 ug/m <sup>3</sup>  | 15 ug/m <sup>3</sup> |
|   | 24 Hour          | -                     | 35 ug/m <sup>3</sup>  | Same as primary      |
| Lead  | 30 Day Average   | 1.5 ug/m <sup>3</sup> | -                     | -                    |
|   | Calendar Quarter | -                     | 1.5 ug/m <sup>3</sup> | Same as primary      |
| Sulfates  | 24 Hour          | 25 ug/m <sup>3</sup>  | -                     | -                    |
| Hydrogen Sulfide                                  | 1 Hour           | 0.03 ppm              | -                     | -                    |
| Vinyl Chloride                                    | 24 Hour          | 0.010 ppm             | -                     | -                    |
| Visibility Reducing Particles                     | 8 Hour           | see note below        | -                     | -                    |

ppm = parts per million  
 ppb = parts per billion  
 ug/m<sup>3</sup> = micrograms per cubic meter

Note: Statewide Visibility Reducing Particle Standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per kilometer when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

Source: California Air Resources Board. *Ambient Air Quality Standards*. June 4, 2013. Available at: <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>. Accessed October 2014.<sup>7</sup>

**Table 4.2-2  
Summary of Criteria Pollutants**

| <b>Pollutant</b>   | <b>Characteristics</b>   | <b>Health Effects</b>  | <b>Major Sources</b>  |
|--|--|--|---|
| Ozone  | A highly reactive gas produced by the photochemical process involving a chemical reaction between the sun's energy and other pollutant emissions. Often called photochemical smog. | <ul style="list-style-type: none"> <li>• Eye irritation</li> <li>• Wheezing, chest pain, dry throat, headache, or nausea</li> <li>• Aggravated respiratory disease such as emphysema, bronchitis, and asthma</li> </ul>  | Combustion sources such as factories, automobiles, and evaporation of solvents and fuels.   |
| Carbon Monoxide  | An odorless, colorless, highly toxic gas that is formed by the incomplete combustion of fuels.   | <ul style="list-style-type: none"> <li>• Impairment of oxygen transport in the bloodstream</li> <li>• Impaired vision, reduced alertness, chest pain, and headaches</li> <li>• Can be fatal in the case of very high concentrations</li> </ul>   | Automobile exhaust, combustion of fuels, and combustion of wood in woodstoves and fireplaces.   |
| Nitrogen Dioxide   | A reddish-brown gas that discolors the air and is formed during combustion of fossil fuels under high temperature and pressure.  | <ul style="list-style-type: none"> <li>• Lung irritation and damage</li> <li>• Increased risk of acute and chronic respiratory disease</li> </ul>  | Automobile and diesel truck exhaust, industrial processes, and fossil-fueled power plants.  |
| Sulfur Dioxide   | A colorless, irritating gas with a rotten egg odor formed by combustion of sulfur-containing fossil fuels.   | <ul style="list-style-type: none"> <li>• Aggravation of chronic obstruction lung disease</li> <li>• Increased risk of acute and chronic respiratory disease</li> </ul>   | Diesel vehicle exhaust, oil-powered power plants, and industrial processes.   |
| Particulate Matter (PM <sub>10</sub> and PM <sub>2.5</sub> ) | A complex mixture of extremely small particles and liquid droplets that can easily pass through the throat and nose and enter the lungs.   | <ul style="list-style-type: none"> <li>• Aggravation of chronic respiratory disease</li> <li>• Heart and lung disease</li> <li>• Coughing</li> <li>• Bronchitis</li> <li>• Chronic respiratory disease in children</li> <li>• Irregular heartbeat</li> <li>• Nonfatal heart attacks</li> </ul> | Combustion sources such as automobiles, power generation, industrial processes, and wood burning. Also from unpaved roads, farming activities, and fugitive windblown dust. |
| Lead   | A metal found naturally in the environment as well as in manufactured products.  | <ul style="list-style-type: none"> <li>• Loss of appetite, weakness, apathy, and miscarriage</li> <li>• Lesions of the neuromuscular system, circulatory system, brain, and gastrointestinal tract</li> </ul>  | Industrial sources and combustion of leaded aviation gasoline.  |

*Sources:*

- California Air Resources Board. *California Ambient Air Quality Standards (CAAQS)*. Available at: <http://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm>. Accessed October 2014.<sup>8</sup>
- Sacramento Metropolitan, El Dorado, Feather River, Placer, and Yolo-Solano Air Districts, *Spare the Air website. Air Quality Information for the Sacramento Region*. Available at: <http://www.sparetheair.com/health.cfm?page=healthoverall>. Accessed October 2014.<sup>9</sup>
- California Air Resources Board. *Glossary of Air Pollution Terms*. Available at: <http://www.arb.ca.gov/html/gloss.htm>. Accessed October 2014.<sup>10</sup>

## Ozone

Ozone (O<sub>3</sub>) is a reactive gas consisting of three oxygen atoms. In the troposphere, ozone is a product of the photochemical process involving the sun's energy, and is a secondary pollutant formed as a result of a complex chemical reaction between reactive organic gases (ROG) and NO<sub>x</sub> emissions in the presence of sunlight. As such, unlike other pollutants, ozone is not released directly into the atmosphere from any sources. In the stratosphere, ozone exists naturally and shields Earth from harmful incoming ultraviolet radiation. The primary source of ozone precursors is mobile sources, including cars, trucks, buses, construction equipment, and agricultural equipment.

Ground-level ozone reaches the highest level during the afternoon and early evening hours. High levels occur most often during the summer months. Ground-level ozone is a strong irritant that could cause constriction of the airways, forcing the respiratory system to work harder in order to provide oxygen. Ozone at the Earth's surface causes numerous adverse health effects and is a major component of smog. High concentrations of ground level ozone can adversely affect the human respiratory system and aggravate cardiovascular disease and many respiratory ailments.

### *Reactive Organic Gas*

Reactive Organic Gas (ROG) is a reactive chemical gas composed of hydrocarbon compounds typically found in paints and solvents that contributes to the formation of smog and ozone by involvement in atmospheric chemical reactions. A separate health standard does not exist for ROG. However, some compounds that make up ROG are toxic, such as the carcinogen benzene.

### *Oxides of Nitrogen*

Oxides of Nitrogen (NO<sub>x</sub>) are a family of gaseous nitrogen compounds and are precursors to the formation of ozone and particulate matter. The major component of NO<sub>x</sub>, nitrogen dioxide (NO<sub>2</sub>), is a reddish-brown gas that discolors the air and is toxic at high concentrations. NO<sub>x</sub> results primarily from the combustion of fossil fuels under high temperature and pressure. On-road and off-road motor vehicles and fuel combustion are the major sources of NO<sub>x</sub>. NO<sub>x</sub> reacts with ROG to form smog, which could result in adverse impacts to human health, damage the environment, and cause poor visibility. Additionally, NO<sub>x</sub> emissions are a major component of acid rain. Health effects related to NO<sub>x</sub> include lung irritation and lung damage and can cause increased risk of acute and chronic respiratory disease.

## Carbon Monoxide

Carbon Monoxide (CO) is an odorless, colorless, highly toxic gas that is formed by the incomplete combustion of fuels and is emitted directly into the air (unlike ozone). Emissions of CO are primarily a winter pollution problem due to cold stagnant weather conditions. When CO enters the body, the CO combines with chemicals in the body, which prevents blood from carrying oxygen to cells, tissues, and organs. Symptoms of exposure to CO could include problems with vision, reduced alertness, and general reduction in mental and physical functions. Exposure to CO can result in chest pain, headaches, and reduced mental alertness.

The main source of CO in the region is motor vehicle emissions, with other CO sources including other mobile sources, miscellaneous processes, and fuel combustion from stationary sources. Emissions and ambient concentrations of CO decreased dramatically in Sacramento County with the introduction of the catalytic converter emission control technology for on-road motor vehicles in 1975. Exceedances of the State or federal standards for CO have not been recorded at a monitoring station in Sacramento County since 1993. Both California Air Resources Board (CARB) and USEPA have re-designated the Sacramento County as an attainment area for CO, for the CAAQS in 1997 and the NAAQS on June 1, 1998, respectively. However, elevated localized concentrations of CO still warrant consideration due to the severe effect on human health in concentrated amounts. Occurrences of localized CO concentrations are often associated with heavy traffic congestion, which most frequently occur at signalized intersections of high-volume roadways.

### Sulfur Dioxide

Sulfur Dioxide is a colorless, irritating gas with a rotten egg odor formed primarily by the combustion of sulfur-containing fossil fuels from mobile sources, such as locomotives, ships, and off-road diesel equipment. SO<sub>2</sub> is also emitted from several industrial processes, such as petroleum refining and metal processing. Similar to airborne NO<sub>x</sub>, suspended sulfur oxide particles contribute to poor visibility. The sulfur oxide particles are also a component of PM<sub>10</sub>.

### Particulate Matter

Particulate matter, also known as particle pollution or PM, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health impacts. The USEPA is concerned about particles that are 10 micrometers in diameter or smaller because those are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, the particles could affect the heart and lungs and cause serious health effects. USEPA groups particle pollution into three categories based on their size and where they are deposited:

- "Inhalable coarse particles (PM<sub>2.5-10</sub>)," which are found near roadways and dusty industries, are between 2.5 and 10 micrometers in diameter. PM<sub>2.5-10</sub> is deposited in the thoracic region of the lungs.
- "Fine particles (PM<sub>2.5</sub>)," which are found in smoke and haze, are 2.5 micrometers in diameter and smaller. PM<sub>2.5</sub> particles could be directly emitted from sources such as forest fires, or could form when gases emitted from power plants, industries, and automobiles react in the air. They penetrate deeply into the thoracic and alveolar regions of the lungs.
- "Ultrafine particles (UFP)," which are very, very small particles (less than 0.1 micrometers in diameter) largely resulting from the combustion of fossil fuels, meat, wood, and other hydrocarbons. While UFP mass is a small portion of PM<sub>2.5</sub>, their high surface area, deep lung penetration, and transfer into the bloodstream could result in

disproportionate health impacts relative to their mass. UFP is not currently regulated separately, but is analyzed as part of PM<sub>2.5</sub>.

PM<sub>10</sub>, PM<sub>2.5-10</sub>, and UFP include primary pollutants (emitted directly to the atmosphere) as well as secondary pollutants (formed in the atmosphere by chemical reactions among precursors). Generally speaking, PM<sub>2.5</sub> and UFP are emitted by combustion sources like vehicles, power generation, industrial processes, and wood burning, while PM<sub>10</sub> sources include the same sources plus roads and farming activities. Fugitive windblown dust and other area sources also represent a source of airborne dust. Long-term PM pollution, especially fine particles, could result in significant health problems including, but not limited to, the following: increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing; decreased lung function; aggravated asthma; development of chronic respiratory disease in children; development of chronic bronchitis or obstructive lung disease; irregular heartbeat; heart attacks; and increased blood pressure.

### Lead

Lead (Pb) is a relatively soft and chemically resistant metal that is a natural constituent of air, water, and the biosphere. Lead is neither created nor destroyed in the environment, and, thus, essentially persists forever. Lead forms compounds with both organic and inorganic substances. As an air pollutant, lead is present in small particles. Sources of lead emissions in California include a variety of industrial activities. Gasoline-powered automobile engines were a major source of airborne lead through the use of leaded fuels. The use of leaded fuel has been mostly phased out, with the result that ambient concentrations of lead have dropped dramatically. However, because lead was emitted in large amounts from vehicles when leaded gasoline was used, lead is present in many soils (especially urban soils) and could become re-suspended into the air.

Because lead is only slowly excreted, exposures to small amounts of lead from a variety of sources could accumulate to harmful levels. Effects from inhalation of lead near the level of the ambient air quality standard include impaired blood formation and nerve conduction. Lead can adversely affect the nervous, reproductive, digestive, immune, and blood-forming systems. Symptoms could include fatigue, anxiety, short-term memory loss, depression, weakness in the extremities, and learning disabilities in children. Lead also causes cancer.

### Sulfates

Sulfates (SO<sub>4</sub><sup>2-</sup>) are the fully oxidized ionic form of sulfur and are colorless gases. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. The sulfur is oxidized to sulfur dioxide (SO<sub>2</sub>) during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO<sub>2</sub> to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features.



The sulfates standard established by CARB is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, because they are usually acidic, can harm ecosystems and damage materials and property.

### Hydrogen Sulfide

Hydrogen Sulfide ( $H_2S$ ) is associated with geothermal activity, oil and gas production, refining, sewage treatment plants, and confined animal feeding operations. Hydrogen sulfide is extremely hazardous in high concentrations; especially in enclosed spaces (800 ppm can cause death).

### Vinyl Chloride

Vinyl Chloride ( $C_2H_3Cl$ , also known as VCM) is a colorless gas that does not occur naturally, but is formed when other substances such as trichloroethane, trichloroethylene, and tetrachloroethylene are broken down. Vinyl chloride is used to make polyvinyl chloride (PVC) which is used to make a variety of plastic products, including pipes, wire and cable coatings, and packaging materials.

### Visibility Reducing Particles

Visibility Reducing Particles are a mixture of suspended particulate matter consisting of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. The standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

### Toxic Air Contaminants

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are also a category of environmental concern. TACs are present in many types of emissions with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different TACs. In terms of health risks, the most volatile contaminants are diesel particulate matter (DPM), benzene, formaldehyde, 1,3-butadiene and acetaldehyde. Gasoline vapors contain several TACs, including benzene, toluene, and xylenes. Public exposure to TACs can result from emissions from normal operations as well as accidental releases.

Health risks from TACs are a function of both the concentration of emissions and the duration of exposure, which typically are associated with long-term exposure and the associated risk of contracting cancer. Health effects of exposure to TACs other than cancer include birth defects, neurological damage, and death.

### *Naturally Occurring Asbestos*

Naturally occurring asbestos (NOA) was identified as a TAC in 1986 by CARB. Earth disturbance activity could result in the release of NOA to the air. NOA is located in many parts of California and is commonly associated with ultramafic rocks. Asbestos is the common name for a group of naturally occurring fibrous silicate minerals that can separate into thin but strong and durable fibers. Ultramafic rocks, a type of igneous rock (i.e., cooled, solidified magma/lava), form in high-temperature environments well below the surface of the earth. By the time they are exposed at the surface, ultramafic rocks may be partially to completely altered into a type of metamorphic rock called serpentinite. Sometimes the metamorphic conditions are right for the formation of chrysotile asbestos or tremolite-actinolite asbestos in the bodies of such rocks or along their boundaries.

For individuals living in areas of NOA, many potential pathways exist for airborne exposure to soil dust containing asbestos, including children playing in the dirt, dust raised from unpaved roads and driveways, grading and earth disturbance associated with construction activity, quarrying, gardening, and other human activities. For homes built on asbestos outcroppings, asbestos could be tracked into the home or enter as fibers suspended in the air. Once such fibers are indoors, they can be entrained into the air by normal household activities, such as vacuuming (as many respirable fibers would simply pass through vacuum cleaner bags).

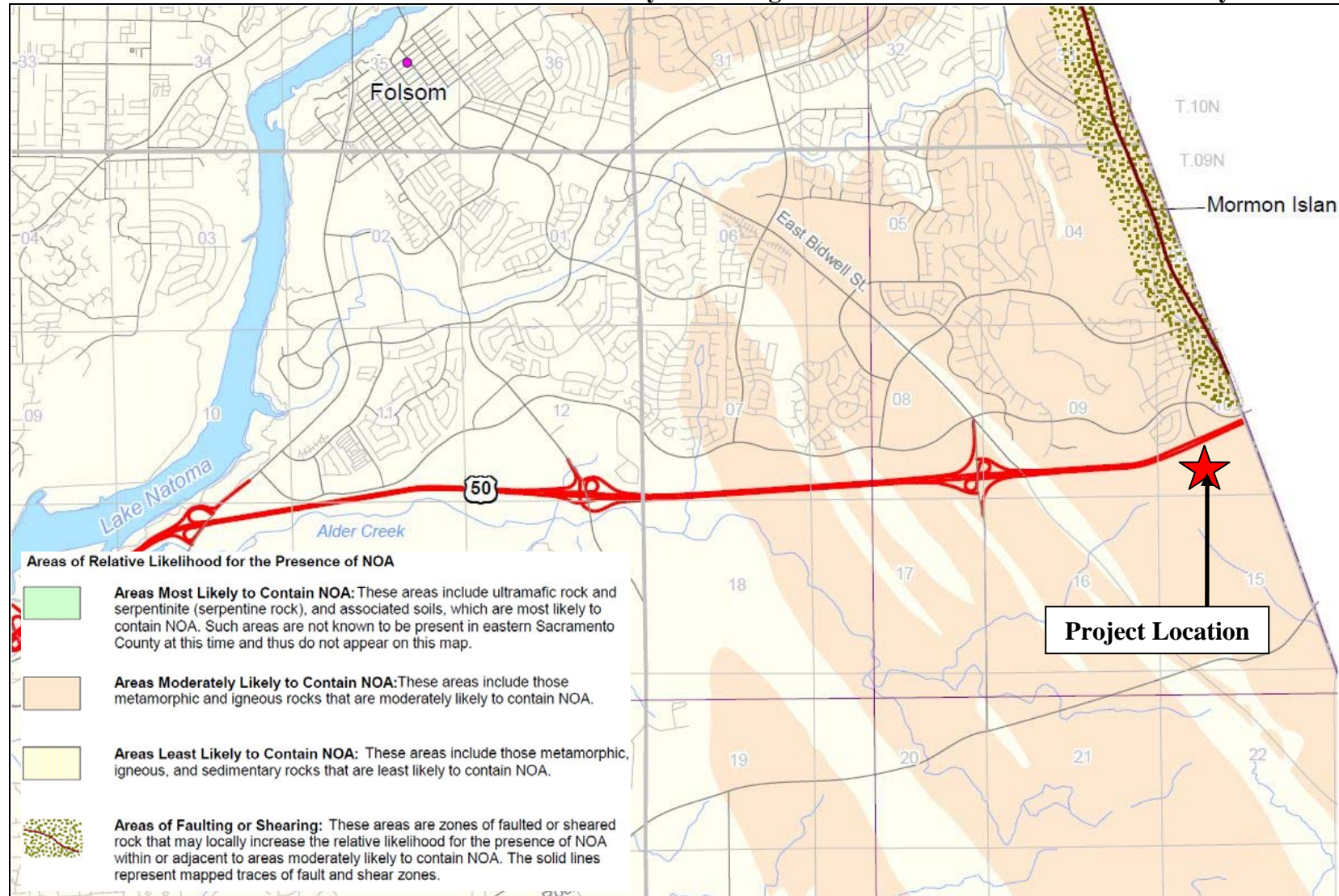
People exposed to low levels of asbestos may be at elevated risk (e.g., above background rates) of lung cancer and mesothelioma. The risk is proportional to the cumulative inhaled dose (quantity of fibers), and also increases with the time since first exposure. Although a number of factors exist that influence the disease-causing potency of any given asbestos (such as fiber length and width, fiber type, and fiber chemistry), all forms are carcinogens.

At the request of SMAQMD, the California Geological Survey (formerly the California Division of Mines and Geology) prepared a report called the *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County, California*.<sup>11</sup> The map in the aforementioned report displays “areas moderately likely to contain NOA.” According to the map, represented by Figure 4.2-1 below, the proposed project is located in an area moderately likely to contain NOA. Although geologic conditions are more likely for asbestos formation in particular areas identified by the map, the presence thereof is not certain.

### **Attainment Status and Regional Air Quality Plans**

Areas not meeting the NAAQS presented above are designated by the USEPA as nonattainment. Further classifications of nonattainment areas are based on the severity of the nonattainment problem, with marginal, moderate, serious, severe, and extreme nonattainment classifications for ozone. Nonattainment classifications for PM range from marginal to serious. The CAA requires areas violating the NAAQS to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the NAAQS. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them.

**Figure 4.2-1**  
**Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County**



Source: California Geological Survey. Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County, CA, 2006.

The USEPA reviews SIPs to determine if they conform to the mandates of the federal CAA amendments and would achieve air quality goals when implemented.

The 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) of 1988. The CCAA classifies ozone nonattainment areas as moderate, serious, severe, and extreme based on severity of violations of CAAQS. For each nonattainment area classification, the CCAA specifies air quality management strategies that must be adopted. For all nonattainment areas, attainment plans are required to demonstrate a five-percent-per-year reduction in nonattainment air pollutants or their precursors, averaged every consecutive three-year period, unless an approved alternative measure of progress is developed. Air districts with air quality that is in violation of CAAQS are required to prepare an air quality attainment plan that lays out a program to attain the CCAA mandates.

Table 4.2-3 presents the current attainment status of the jurisdictional area of the SMAQMD. As shown in the table, Sacramento County is in attainment for all State and federal AAQS, with the exception of ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. At the federal level, the area is designated as severe nonattainment for the 8-hour ozone standard, nonattainment for the 24-hour PM<sub>2.5</sub> standard, and attainment or unclassified for all other criteria pollutants. Air quality monitoring data shows that Sacramento County does meet the federal PM<sub>10</sub> standard. However, SMAQMD must request re-designation to attainment and submit a maintenance plan to the USEPA. At the State level, the area is designated as a serious nonattainment area for the 1-hour ozone standard, nonattainment for the 8-hour ozone standard, nonattainment for the PM<sub>10</sub> and PM<sub>2.5</sub> standards, and attainment or unclassified for all other State standards.

| <b>Table 4.2-3<br/>Attainment Status</b>               |                                   |                        |
|--|-----------------------------------|------------------------|
| <b>Pollutant</b>                                       | <b>Designation/Classification</b> |                        |
|  | <b>Federal Standards</b>          | <b>State Standards</b> |
| Ozone – 1-Hour   | Revoked in 2005                   | Serious Nonattainment  |
| Ozone – 8-Hour   | Severe Nonattainment              | Nonattainment          |
| Carbon Monoxide  | Attainment                        | Attainment             |
| Nitrogen Dioxide                                       | Unclassified/Attainment           | Attainment             |
| Sulfur Dioxide   | Attainment (Pending)              | Attainment             |
| PM <sub>10</sub>                                       | Attainment                        | Nonattainment          |
| PM <sub>2.5</sub> – 24-Hour                            | Nonattainment                     | No State Standard      |
| PM <sub>2.5</sub> – Annual                             | Unclassified/Attainment           | Nonattainment          |
| Lead   | Unclassified/Attainment           | Attainment             |
| Sulfates   | No Federal Standard               | Attainment             |
| Hydrogen Sulfide                                       | No Federal Standard               | Unclassified           |
| Visibility Reducing Particles                          | No Federal Standard               | Unclassified           |
| <i>Source: SMAQMD, December 23, 2013.<sup>12</sup></i> |                                   |                        |

Although the 1-Hour federal ozone standard has been revoked, on October 18, 2012, the USEPA officially determined that the Sacramento Federal Nonattainment Area (SFNA), which includes Sacramento and Yolo counties, Placer and El Dorado counties (except Lake Tahoe Basin

portions), Solano County (eastern portion), and Sutter County (southern portion), attained the revoked 1-hour ozone NAAQS. The determination became effective November 19, 2012.<sup>13</sup>

Due to the nonattainment designations, SMAQMD, along with the other air districts in the SVAB region, is required to develop plans to attain the federal and State standards for ozone and particulate matter. The air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control measures have worked, and show how air pollution would be reduced. In addition, the plans include the estimated future levels of pollution to ensure that the area would meet air quality goals. Each of the attainment plans currently in effect are discussed in further detail in the Regulatory Setting section of this chapter.

### **Local Air Quality Monitoring**

Air quality is monitored by SMAQMD and CARB at various locations in Sacramento County to determine which air quality standards are being violated, and to direct the SMAQMD's emission reduction efforts, such as developing attainment plans and rules, incentive programs, etc. Twelve air quality monitoring stations exist in Sacramento County. The nearest monitoring station to the City of Folsom and the proposed project site would be the Folsom/Natoma Street station, located at 50 Natoma Street within the City of Folsom, approximately four miles northwest of the project site. The Folsom/Natoma Street monitoring station does not have monitoring data available for CO, nitrogen dioxide, sulfur dioxide, PM<sub>2.5</sub>, and PM<sub>10</sub>. Thus, data from the next closest monitoring stations was obtained. Monitoring data for the 24-hour federal PM<sub>2.5</sub> was obtained from the Sloughhouse monitoring station located at 7520 Sloughhouse Road, and data for CO, nitrogen dioxide, sulfur dioxide, PM<sub>10</sub>, and annual PM<sub>2.5</sub> was obtained from the Sacramento-Del Paso Manor monitoring station located at 2701 Avalon Drive in Sacramento. Table 4.2-4 presents the number of days that each criteria air pollutant standard was exceeded and/or the annual average mean concentrations for the years 2011 through 2013 based on data obtained from the nearest monitoring stations.

### **Odors**

While offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable annoyance and distress among the public and can generate citizen complaints to local governments and air districts. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative or formulaic methodologies to determine the presence of a significant odor impact do not exist. Adverse effects of odors on residential areas and other sensitive receptors warrant the closest scrutiny; but consideration should also be given to other land use types where people congregate, such as recreational facilities, worksites, and commercial areas. The potential for an odor impact is dependent on a number of variables including the nature of the odor source, distance between a receptor and an odor source, and local meteorological conditions.

One of the most important factors influencing the potential for an odor impact to occur is the distance between the odor source and receptors, also referred to as a buffer zone or setback. The greater the distance between an odor source and receptor, the less concentrated the odor emission would be when reaching the receptor.

| <b>Table 4.2-4<br/>Air Quality Monitoring Data Summary for Project Area</b>  |                          |                                       |             |             |
|--|--------------------------|---------------------------------------|-------------|-------------|
| <b>Pollutant</b>   | <b>Standard</b>          | <b>Days Standard Exceeded During:</b> |             |             |
|  |                          | <b>2011</b>                           | <b>2012</b> | <b>2013</b> |
| Ozone  | 1-Hour State             | 16                                    | 19          | 5           |
|  | 8-Hour State             | 46                                    | 57          | 17          |
|  | 8-Hour Federal           | 33                                    | 38          | 6           |
| Carbon Monoxide  | 8-Hour State and Federal | 0                                     | 0           | 0           |
|  | 1-Hour State             | 0                                     | 0           | 0           |
| Nitrogen Dioxide   | 1-Hour State             | 0                                     | 0           | 0           |
|  | 1-Hour Federal           | 0                                     | 0           | 0           |
| Sulfur Dioxide   | 1-Hour State and Federal | *                                     | *           | *           |
|  | 24-Hour State            | 0                                     | *           | *           |
| PM <sub>2.5</sub>  | 24-Hour Federal          | 0                                     | 0           | *           |
|  | Annual Mean State        | 11.6                                  | 9.2         | 11.5        |
|  | Annual Mean Federal      | 10.4                                  | 9.1         | 11.5        |
| PM <sub>10</sub>   | 24-Hour State            | 2                                     | 0           | 4           |
|  | 24-Hour Federal          | 0                                     | 0           | 0           |
|  | Annual Mean State        | 20.7                                  | 15.8        | 23.2        |
| * Data not available.  |                          |                                       |             |             |
| Source: California Air Resources Board. Aerometric Data Analysis and Management (ADAM): Top Four Summary. Available at: <a href="http://www.arb.ca.gov/adam/">http://www.arb.ca.gov/adam/</a> . Accessed September 2014. <sup>14</sup> |                          |                                       |             |             |

Meteorological conditions also affect the dispersion of odor emissions, which determines the exposure concentration of odiferous compounds at receptors. The predominant wind direction in an area influences which receptors are exposed to the odiferous compounds generated by a nearby source. Receptors located upwind from a large odor source may not be affected due to the produced odiferous compounds being dispersed away from the receptors. Wind speed also influences the degree to which odor emissions are dispersed away from any area. According to the CARB, the predominant wind direction and speed in the Folsom area is from the south-southwest at approximately 10 mph.

Odiferous compounds can be generated from a variety of source types including both construction and operational activities. A project's operations, depending on the project type, can generate a large range of odiferous compounds that can be considered offensive to receptors. Examples of common land use types that typically generate significant odor impacts include, but are not limited to, the following: wastewater treatment plants; sanitary landfills; composting/green waste facilities; recycling facilities; petroleum refineries; chemical manufacturing plants; painting/coating operations; rendering plants; and food packaging plants. The project site is currently undeveloped land covered by annual grasslands, and is not in the vicinity of any odor-producing land uses such as those mentioned above.

Although less common, diesel fumes associated with substantial diesel-fueled equipment and heavy-duty trucks, such as from construction activities, freeway traffic, or distribution centers, are often found to be objectionable. As the project would be built out in phases, nearby and/or on-site sensitive receptors could be subjected to diesel fumes associated with construction of the

project. The northern border of the project site ranges from 125 feet to 533 feet to the nearest eastbound travel lane of U.S. Highway 50 (US 50). It should be noted that the project site is located upwind from US 50. Major distribution centers are not located in the vicinity of the project site.

### **Sensitive Receptors**

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics.

The existing single-family residences located across from US 50 to the north along Horseshoe Glen Circle, as well as the residences located to the east, just opposite the El Dorado/Sacramento County line from the project site, along Winterfield Drive, Stonebriar Court, Casina Place, and Stonebriar Drive, would be considered the nearest existing sensitive receptors to the project site. The nearest existing residence to the north is located approximately 500 feet from the project site. The residences to the north are separated from the project site by US 50 and associated buffer areas, and are shielded by a sound wall required to mitigate traffic noise from US 50. The nearest existing residences to the east are located approximately 500 feet from the edge of the boundary of the project site.

### **Greenhouse Gases**

Greenhouse gases (GHGs) are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the earth's atmosphere. The increase in atmospheric concentrations of GHG has resulted in more heat being held within the atmosphere, which is the accepted explanation for global climate change. Some GHGs occur naturally and are emitted into the atmosphere through both natural processes and human activities. Other GHGs are created and emitted solely through human activities. The principal GHGs that enter the atmosphere due to human activities are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated carbons. Other common GHGs include water vapor, ozone, and aerosols.

The primary GHG emitted by human activities is CO<sub>2</sub>, with the next largest components being CH<sub>4</sub> and N<sub>2</sub>O. The primary sources of CH<sub>4</sub> emissions include domestic livestock sources, decomposition of wastes in landfills, releases from natural gas systems, coal mine seepage, and manure management. The main human activities producing N<sub>2</sub>O are agricultural soil management, fuel combustion in motor vehicles, nitric acid production, manure management, and stationary fuel combustion. Emissions of GHG by economic sector indicate that energy-related activities account for the majority of U.S. emissions. Electricity generation is the largest single-source, and transportation is the second largest source, followed by industrial activities. The agricultural, commercial, and residential sectors account for the remainder of emissions.<sup>15</sup> Emissions of GHG are offset by uptake of carbon and sequestration in forests, trees in urban

areas, agricultural soils, and landfilled yard trimmings and food scraps. Attainment concentration standards for GHGs have not been established by the federal or State government.

### Global Warming Potential

Global Warming Potential (GWP) is one type of simplified index (based upon radiative properties) that can be used to estimate the potential future impacts of emissions of various gases. According to the USEPA, the global warming potential of a gas, or aerosol, to trap heat in the atmosphere is the “cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas.” The reference gas for comparison is CO<sub>2</sub>. GWP is based on a number of factors, including the heat-absorbing ability of each gas relative to that of CO<sub>2</sub>, as well as the decay rate of each gas relative to that of CO<sub>2</sub>. Each gas’s GWP is determined by comparing the radiative forcing associated with emissions of that gas versus the radiative forcing associated with emissions of the same mass of CO<sub>2</sub>, for which the GWP is set at one. Methane gas, for example, is estimated by the USEPA to have a comparative global warming potential 21 times greater than that of CO<sub>2</sub>, as shown in Table 4.2-5.

| <b>Table 4.2-5<br/>GWPs and Atmospheric Lifetimes of Select GHGs</b>  |                                     |   |
|---|-------------------------------------|---|
| <b>Gas</b>  | <b>Atmospheric Lifetime (years)</b> | <b>Global Warming Potential (100 year time horizon)</b> |
| Carbon Dioxide (CO <sub>2</sub> )   | 50-200                              | 1   |
| Methane (CH <sub>4</sub> )  | 12±3                                | 21  |
| Nitrous Oxide (N <sub>2</sub> O)  | 120                                 | 310   |
| HFC-23  | 264                                 | 11,700  |
| HFC-134a  | 14.6                                | 1,300   |
| HFC-152a  | 1.5                                 | 140   |
| PFC: Tetrafluoromethane (CF <sub>4</sub> )  | 50,000                              | 6,500   |
| PFC: Hexafluoroethane (C <sub>2</sub> F <sub>6</sub> )  | 10,000                              | 9,200   |
| Sulfur Hexafluoride (SF <sub>6</sub> )  | 3,200                               | 23,900  |
| <i>Source: U.S. Environmental Protection Agency, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 - 2011, February 2013.<sup>16</sup></i> |                                     |   |

As shown in the table, at the extreme end of the scale, sulfur hexafluoride is estimated to have a comparative GWP 23,900 times that of CO<sub>2</sub>. The “specified time horizon” is related to the atmospheric lifetimes of such GHGs, which are estimated by the USEPA to vary from 50 to 200 years for CO<sub>2</sub>, to 50,000 years for tetrafluoromethane. Longer atmospheric lifetimes allow GHG to buildup in the atmosphere; therefore, longer lifetimes correlate with the global warming potential of a gas. The common indicator for GHG is expressed in terms of metric tons of CO<sub>2</sub> equivalents (MTCO<sub>2</sub>e).

### Analysis of GHGs and Global Climate Change

Analysis of global climate change presents the challenge of analyzing the relationship between local and global activities. GHGs are not generally thought of as traditional air pollutants



because GHGs, and their impacts, are global in nature, while air pollutants affect the health of people and other living things at ground level, in the general region of their release to the atmosphere. Accordingly, the issue of global climate change is different from any other areas of air quality impact analysis. A global climate change analysis must be conducted on a global level, rather than the typical local or regional setting, and requires consideration of not only emissions from the project under consideration, but also the extent of the displacement, translocation, and redistribution of emissions.

In the usual context, where air quality is linked to a particular location or area, considering the creation of new emissions in that specific area to be an environmental impact whether or not the emissions are truly “new” emissions to the overall globe is appropriate. In fact, the approval of a new developmental plan or project does not necessarily create new automobile drivers – the primary source of a land use project’s emissions. Rather, a new land use project may simply be redistributing existing mobile emissions. For example, future residents of the proposed project could be current residents within the region that would be moving from other parts of the region to the project site, which could result in a shorter or longer associated vehicle trip, but would not introduce a new vehicle trip to the overall region. Accordingly, the use of models that measure overall emissions increases without accounting for existing emissions would substantially overstate the impact of the development project on global warming. Thus, an accurate analysis of GHG emissions substantially differs from other air quality impacts, where the “addition” of redistributed emissions to a new locale can make a substantial difference to overall air quality in that area. It should be noted that, as the project site is currently undeveloped land covered by annual grasslands, the site does not currently generate any GHG emissions.

#### **4.2.3 REGULATORY SETTING**

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Air quality and GHGs are monitored through the efforts of various international, federal, State, and local government agencies. The agencies work jointly and individually to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for regulating and improving the air quality within the City of Folsom area are discussed below.

##### **Federal Regulations**

The most prominent federal regulation is the CAA, which is implemented and enforced by the USEPA.

##### CAA and USEPA

The CAA requires the USEPA to set NAAQS and designate areas with air quality not meeting NAAQS as nonattainment. The USEPA is responsible for enforcement of NAAQS for atmospheric pollutants and regulates emission sources that are under the exclusive authority of the federal government including emissions of GHGs. The USEPA’s air quality mandates are drawn primarily from the CAA, which was signed into law in 1970. Congress substantially amended the CAA in 1977 and again in 1990. The USEPA has adopted policies consistent with

CAA requirements demanding states to prepare SIP that demonstrate attainment and maintenance of the NAAQS.

The USEPA has been directed to develop regulations to address the GHG emissions of cars and trucks. The Mandatory Reporting of Greenhouse Gases Rule requires reporting of GHG emissions from large sources and suppliers in the U.S., and is intended to collect accurate and timely emissions data to inform future policy decisions. Under the rule, suppliers of fossil fuels or industrial GHG, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions are required to submit annual reports to the USEPA. To track the national trend in emissions and removals of GHG since 1990, USEPA develops the official U.S. GHG inventory each year.

On December 7, 2009, USEPA issued findings under Section 202(a) of the CAA concluding that GHGs are pollutants that could endanger public health. Under the so-called Endangerment Finding, USEPA found that the current and projected concentrations of the six key well-mixed GHGs – CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, PFCs, SF<sub>6</sub>, and HFCs – in the atmosphere threaten the public health and welfare of current and future generations. These findings do not, by themselves, impose any requirements on industry or other entities.

### **State Regulations**

California has adopted a variety of regulations aimed at reducing air pollution and GHG emissions. The adoption and implementation of the key State legislation described in further detail below demonstrates California's leadership in addressing air quality and global climate change. Only the most prominent and applicable California air quality- and GHG-related legislation are included below; however, an exhaustive list and extensive details of California air quality legislation could be found at the CARB website ([www.arb.ca.gov](http://www.arb.ca.gov)).

### **CCAA and CARB**

The CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the CCAA. The CCAA requires that air quality plans be prepared for areas of the State that have not met the CAAQS for ozone, CO, NO<sub>x</sub>, and SO<sub>2</sub>. Among other requirements of the CCAA, the plans must include a wide range of implementable control measures, which often include transportation control measures and performance standards. In order to implement the transportation-related provisions of the CCAA, local air pollution control districts have been granted explicit authority to adopt and implement transportation controls. The CARB, California's air quality management agency, regulates and oversees the activities of county air pollution control districts and regional air quality management districts. The CARB regulates local air quality indirectly using State standards and vehicle emission standards, by conducting research activities, and through planning and coordinating activities. In addition, the CARB has primary responsibility in California to develop and implement air pollution control plans designed to achieve and maintain the NAAQS established by the USEPA. Furthermore, the CARB is charged with developing rules and regulations to cap and reduce GHG emissions.

### *Air Quality and Land Use Handbook*

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) addresses the importance of considering health risk issues when siting sensitive land uses, including residential development, in the vicinity of intensive air pollutant emission sources including freeways or high-traffic roads, distribution centers, ports, petroleum refineries, chrome plating operations, dry cleaners, and gasoline dispensing facilities.<sup>17</sup> The CARB Handbook draws upon studies evaluating the health effects of traffic traveling on major interstate highways in metropolitan California centers within Los Angeles (Interstate [I] 405 and I-710), the San Francisco Bay, and San Diego areas. The recommendations identified by CARB, including siting residential uses a minimum distance of 500 feet from freeways or other high-traffic roadways, are consistent with those adopted by the State of California for location of new schools. Specifically, the CARB Handbook recommends, "Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day" (CARB 2005).

Importantly, the Introduction section of the CARB Handbook clarifies that the guidelines are strictly advisory, recognizing that: "[l]and use decisions are a local government responsibility. The Air Resources Board Handbook is advisory and these recommendations do not establish regulatory standards of any kind." Also, CARB recognizes that there may be land use objectives as well as meteorological and other site specific conditions that need to be considered by a governmental jurisdiction relative to the general recommended setbacks, specifically stating, "[t]hese recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues" (CARB 2005).

### Senate Bill 656

In 2003, the Legislature passed Senate Bill (SB) 656 to reduce public exposure to PM<sub>10</sub> and PM<sub>2.5</sub> above the State CAAQS. The legislation requires the CARB, in consultation with local air pollution control and air quality management districts, to adopt a list of the most readily available, feasible, and cost-effective control measures that could be implemented by air districts to reduce PM<sub>10</sub> and PM<sub>2.5</sub> emissions. The CARB list is based on California rules and regulations existing as of January 1, 2004, and was adopted by CARB in November 2004. Categories addressed by SB 656 include measures for reduction of emissions associated with residential wood combustion and outdoor greenwaste burning, fugitive dust sources such as paved and unpaved roads and construction, combustion sources such as boilers, heaters, and charbroiling, solvents and coatings, and product manufacturing. Some of the measures include, but are not limited to, the following:

- Reduce or eliminate wood-burning devices allowed;
- Prohibit residential open burning;
- Permit and provide performance standards for controlled burns;
- Require water or chemical stabilizers/dust suppressants during grading activities;
- Limit visible dust emissions beyond the project boundary during construction;

- Require paving/curbing of roadway shoulder areas; and
- Require street sweeping.

Under SB 656, each air district is required to prioritize the measures identified by CARB, based on the cost effectiveness of the measures and their effect on public health, air quality, and emission reductions. On July 28, 2005, the SMAQMD adopted an implementation schedule for the most cost-effective measures.

### Assembly Bill 32

In September 2006, then-Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, the California Climate Solutions Act of 2006 (Stats. 2006, ch. 488) (Health & Saf. Code, §38500 et seq.). AB 32 delegated the authority for its implementation to the CARB and directs CARB to enforce the State-wide cap. Among other requirements, AB 32 required CARB to (1) identify the State-wide level of GHG emissions in 1990 to serve as the emissions limit to be achieved by 2020, and (2) develop and implement a Scoping Plan. Accordingly, the CARB has prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008.<sup>18</sup> The Scoping Plan provides the outline for actions to reduce California's GHG emissions. Based on the reduction goals called for in the 2008 Scoping Plan, a 29 percent reduction in GHG levels relative to a Business As Usual (BAU) scenario would be required to meet 1990 levels by 2020. The reduction goal and BAU scenario for the Scoping Plan were based on 2005 emissions projections. A BAU scenario is a baseline condition based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or any required or voluntary GHG reduction measures, including any State regulation GHG emission reductions. A project's BAU scenario is project- and site-specific, and varies from project to project.

In 2011, the baseline or BAU level for the Scoping Plan was revised based on more recent (2010) data in order to account for the economic downturn and State regulation emission reductions (i.e., Pavley, Low Carbon Fuel Standard [LCFS], and Renewable Portfolio Standard [RPS]).<sup>19</sup> Accordingly, the Scoping Plan emission reduction target from BAU levels required to meet 1990 levels by 2020 was modified from 29 percent to 21 percent (where BAU levels are based on 2010 levels without accounting for Statewide regulation emission reductions) or approximately 16 percent (where BAU levels are based on 2010 levels including accounting for reductions attributable to implementation of Statewide regulation emission reductions) below the revised estimated BAU level. The amended Scoping Plan was re-approved August 24, 2011.<sup>20</sup>

### *California GHG Cap-and-Trade Program*

The AB 32 Scoping Plan identifies a cap-and-trade program as one of the strategies California will employ to reduce the GHG emissions that cause climate change. The program will help put California on the path to meet the GHG emission reduction goal of 1990 levels by the year 2020, and ultimately achieving an 80 percent reduction from 1990 levels by 2050. Under cap-and-trade, an overall limit on GHG emissions from capped sectors would be established by the cap-and-trade program and facilities subject to the cap would be able to trade permits (allowances) to emit GHGs. The CARB has designed a California cap-and-trade program that is enforceable and

meets the requirements of AB 32. The program started on January 1, 2012, with an enforceable compliance obligation beginning with the 2013 GHG emissions.

### AB 1493

California AB 1493 (Stats. 2002, ch. 200) (Health & Safety Code, §§42823, 43018.5), known as Pavley I, was enacted on July 22, 2002. AB 1493 requires that the CARB develop and adopt regulations that achieve “the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by the CARB to be vehicles whose primary use is noncommercial personal transportation in the state.” On June 30, 2009, the USEPA granted a waiver of CAA preemption to California for the State’s GHG emission standards for motor vehicles, beginning with the 2009 model year. Pursuant to the CAA, the waiver allows for the State to have special authority to enact stricter air pollution standards for motor vehicles than the federal government’s. On September 24, 2009, the CARB adopted amendments to the Pavley regulations (Pavley I) that reduce GHG emissions in new passenger vehicles from 2009 through 2016. The second phase of the Pavley regulations (Pavley II) is expected to affect model year vehicles from 2016 through 2020. The CARB estimates that the regulation would reduce GHG emissions from the light-duty passenger vehicle fleet by an estimated 18 percent in 2020 and by 27 percent in 2030.

### Executive Order S-01-07

On January 18, 2007, then-Governor Schwarzenegger signed Executive Order S-01-07, which mandates that a State-wide goal be established to reduce carbon intensity of California’s transportation fuels by at least 10 percent by 2020. The Order also requires that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California.

### Executive Order S-03-05

On June 1, 2005, then-Governor Schwarzenegger signed Executive Order S-03-05, which established total GHG emission targets. Specifically, emissions are to be reduced to year 2000 levels by 2010, 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. The Executive Order directed the Secretary of the California Environmental Protection Agency (Cal-EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary is also directed to submit biannual reports to the governor and state legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California’s resources; and (3) mitigation and adaptation plans to combat these impacts.

To comply with the Executive Order, the Secretary of the Cal-EPA created a Climate Act Team (CAT) made up of members from various State agencies and commissions. In March 2006, CAT released their first report. In addition, the CAT has released several “white papers” addressing issues pertaining to the potential impacts of climate change on California.

### Executive Order S-13-08

Then-Governor Arnold Schwarzenegger issued Executive Order S-13-08 on November 14, 2008. The Executive Order is intended to hasten California's response to the impacts of global climate change, particularly sea level rise, and directs state agencies to take specified actions to assess and plan for such impacts, including requesting the National Academy of Sciences to prepare a Sea Level Rise Assessment Report, directing the Business, Transportation, and Housing Agency to assess the vulnerability of the State's transportation systems to sea level rise, and requiring the Office of Planning and Research and the Natural Resources Agency to provide land use planning guidance related to sea level rise and other climate change impacts.

The order also required State agencies to develop adaptation strategies to respond to the impacts of global climate change that are predicted to occur over the next 50 to 100 years. The adaption strategies report summarizes key climate change impacts to the State for the following areas: public health; ocean and coastal resources; water supply and flood protection; agriculture; forestry; biodiversity and habitat; and transportation and energy infrastructure. The report recommends strategies and specific responsibilities related to water supply, planning and land use, public health, fire protection, and energy conservation.

### AB 2588

The Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588), California Health and Safety Code Section 44300 et seq., provides for the regulation of over 200 TACs, including DPM, and is the primary air contaminant legislation in California. Under the act, local air districts may request that a facility account for its TAC emissions. Local air districts then prioritize facilities on the basis of emissions, and high priority designated facilities are required to submit a health risk assessment and communicate the results to the affected public.

### AB 1807

AB 1807, enacted in September 1983, sets forth a procedure for the identification and control of TACs in California. CARB is responsible for the identification and control of TACs, except pesticide use, which is regulated by the California Department of Pesticide Regulation.

### Renewable Portfolio Standard (RPS)

Established in 2002 under SB 1078, accelerated in 2006 under SB 107, and expanded in 2011 under SB 2, California's Renewables Portfolio Standard (RPS) is one of the most ambitious renewable energy standards in the country. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020.

### SB 375

In September 2008, then-Governor Arnold Schwarzenegger signed SB 375, known as the Sustainable Communities and Climate Protection Act of 2008, which is intended to build on AB

32 by attempting to control GHG emissions by curbing sprawl. SB 375 enhances CARB's ability to reach goals set by AB 32 by directing CARB to develop regional GHG emission reduction targets to be achieved by the State's 18 metropolitan planning organizations (MPOs), including the Sacramento Area Council of Governments (SACOG). Under SB 375, MPOs must align regional transportation, housing, and land-use plans and prepare a "Sustainable Communities Strategy" (SCS) to reduce the amount of vehicle miles traveled in their respective regions and demonstrate the region's ability to attain its greenhouse gas reduction targets. SB 375 provides incentives for creating walkable and sustainable communities and revitalizing existing communities, and allows home builders to get relief from certain environmental reviews under CEQA if they build projects consistent with the new sustainable community strategies. Furthermore, SB 375 encourages the development of alternative transportation options, which will reduce traffic congestion.

### California Building Standards Code

California's building codes (California Code of Regulations [CCR], Title 24) are published on a triennial basis, and contain standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The California Building Standards Commission (CBSC) is responsible for the administration and implementation of each code cycle, which includes the proposal, review, and adoption process. Supplements and errata are issued throughout the cycle to make necessary mid-term corrections. The 2013 code has been prepared and became effective January 1, 2014, with minor exceptions to Part 6, Part 1, and energy provisions of Part 11, which did not become effective until July 1, 2014. The California building code standards apply State-wide; however, a local jurisdiction may amend a building code standard if the jurisdiction makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

### *California Green Building Standards Code*

The 2013 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), became effective January 1, 2014. As mentioned above, the energy provisions of the CALGreen Code did not become effective until July 1, 2014. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California.

The key features of the CALGreen Code include the following mandates:

- 20 percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35 and 40 percent reductions;
- Separate indoor and outdoor water meters to measure nonresidential buildings' indoor and outdoor water use with a requirement for moisture-sensing irrigation systems for larger landscape projects;

- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes and 80 percent for commercial projects;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

In addition to the mandatory measures listed above and to other State-wide mandates, the CALGreen Code encourages local governments to adopt more stringent voluntary provisions, known as Tier 1 and Tier 2 provisions, to further reduce emissions, improve energy efficiency, and conserve natural resources. If a local government adopts one of the tiers, the provisions become mandates for all new construction within that jurisdiction. The City of Folsom has not adopted any voluntary provisions of the CALGreen Code to date.

### SB 97

SB 97, signed in August 2007, acknowledges that climate change is an important environmental issue that requires analysis under CEQA. The bill directs the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, by July 1, 2009.

As directed by SB 97, the Governor's Office of Planning and Research (OPR) amended the CEQA Guidelines, effective March 18, 2010, to provide guidance to public agencies regarding the analysis and mitigation of GHG emissions and the effects of GHG emissions in draft CEQA documents. The amendments include revisions to the *Appendix G Initial Study Checklist* that incorporates a new subdivision to address project-generated GHG emissions and contribution to climate change. The new subdivision emphasizes that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. In addition, the revisions include a new subdivision to assist lead agencies in determining the significance of project related GHG emissions. Under the revised CEQA Appendix G checklist, an agency would consider whether the project will generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and whether the project conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs.

Guidance on determining the significance of impacts from GHG emissions is also provided in the SB 97 amendments. The guidance suggests the lead agency make a good-faith effort, based on available information, to describe, calculate or estimate the amount of GHG emissions resulting from a project. When assessing the significance of impacts from GHG emissions on the environment, lead agencies can consider the extent to which the project may increase or reduce GHG as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance determined applicable to the project, and/or the extent to which the project complies with adopted regulations or requirements to implement a State-wide, regional, or local plan for the reduction or mitigation of GHG emissions. When adopting thresholds of



significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.

Under the SB 97 amendments, if GHG emissions of a project are determined to be significant, feasible means of mitigating GHG emissions, such as the following, shall be applied:

- Measurement of the reduction of emissions required as part of the lead agency's decision;
- Reductions in emissions resulting from project through project features, design, or other measures;
- Off-site measures, including offsets, to mitigate a project's emissions;
- Measures that sequester GHG gases; and
- If a GHG reduction plan, ordinance, regulation, or other similar plan is adopted, mitigation may include project-by-project measures, or specific measures or policies found in the plan that reduces the cumulative effect of emissions.

### **Local Regulations**

The following are the regulatory agencies and regulations pertinent to the proposed project on a local level.

#### SACOG Sustainable Communities Strategy

In April 2012, SACOG, the designated MPO for the Sacramento region, adopted a Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 (MTP/SCS) (SACOG 2012).<sup>21</sup> Building on prior plans including the Blueprint Growth Strategy discussed below and the 2008 MTP, the SCS accommodates future growth through a more compact land use pattern largely within the region's current development footprint, emphasizes operational improvements over new roadway capacity projects, and reflects other factors that have tended to reduce motor vehicle use. The SCS demonstrates that, if implemented, the region would achieve a nine percent per capita GHG reduction in passenger vehicle emissions in 2020 and a 16 percent reduction in 2035. The reductions meet the targets for SACOG of seven percent and 16 percent per capita GHG reduction from 2005 for the years 2020 and 2035, respectively, established by CARB. In June 2012, CARB issued an Acceptance of GHG Quantification Determination for the SACOG SCS, indicating that CARB concurs with SACOG's quantification of GHG emission reductions from the final MTP/SCS and its determination that the SCS would achieve the 2020 and 2035 targets established by CARB.

#### Sacramento Region Blueprint

In 2004, SACOG adopted the Preferred Blueprint Scenario for 2050 (Blueprint) following a series of public workshops and meetings with local government staff and elected officials, including those from the City of Folsom.<sup>22</sup> The Blueprint depicts a way for the region to grow through 2050 in a manner consistent with the seven smart growth principals: (1) transportation choices; (2) mixed-use developments; (3) compact development; (4) housing choice and diversity; (5) use of

existing assets; (6) quality design, and (7) natural resources conservation. The seven smart growth principals provide guidance for land use planners which, when implemented, would ultimately result in an overall reduction in VMT, emissions of criteria pollutants, and GHG emissions.

### SMAQMD

Various local, regional, State and federal agencies share the responsibility for air quality management in Sacramento County. The SMAQMD operates at the local level with primary responsibility for attaining and maintaining the federal and State AAQS in Sacramento County. The SMAQMD is tasked with implementing programs and regulations required by the FCAA and the CCAA, including preparing plans to attain federal and State AAQS. The SMAQMD works jointly with the USEPA, CARB, SACOG, other air districts in the Sacramento region, county and city transportation and planning departments, and various non-governmental organizations to improve air quality through a variety of programs. Programs include the adoption of regulations, policies and guidance, extensive education and public outreach programs, as well as emission reducing incentive programs.

Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficulty of attaining federal and State AAQS. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. In order to help public agencies evaluate air quality impacts, the SMAQMD has developed the *Guide to Air Quality Assessment in Sacramento County*.<sup>23</sup> The SMAQMD's guide includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for the federal and State ozone AAQS. The SMAQMD's guide also includes screening criteria for localized CO emissions and thresholds for new stationary sources of TACs. The SMAQMD's recommended thresholds of significance, as well as screening criteria and methodology, are discussed in further detail in the Standards of Significance section below.

### *SMAQMD Rules and Regulations*

All projects under the jurisdiction of the SMAQMD are required to comply with all applicable SMAQMD rules and regulations. In addition, SMAQMD permit requirements apply to most industrial processes (e.g., manufacturing facilities, food processing), many commercial activities (e.g., print shops, drycleaners, gasoline stations), and other miscellaneous activities (e.g., demolition of buildings containing asbestos and aeration of contaminated soils). The SMAQMD regulations and rules include, but are not limited to, the following:

#### Regulation 2 - Permits

Regulation 2 (Permits) is intended to provide an orderly procedure for the review of new sources, and modification and operation of existing sources, of air pollution through the issuance of permits. Regulation 2 primarily deals with permitting major emission sources and includes rules such as permit requirements (Rule 201), New Source Review (Rule 202), Emission Reduction Credits (Rule 204), and Sacramento Carbon Exchange

Program (Rule 250). Regulation 2 ensures that stationary source emissions would be reduced or mitigated to below the SMAQMD's significance thresholds.

#### Regulation 4 - Prohibitory Rules

Regulation 4 (Prohibitory Rules) is comprised of prohibitory rules that are written to achieve emission reductions from specific source categories or from all sources. The rules are applicable to existing sources (retrofit requirements) as well as new sources. Examples of prohibitory rules include Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 407 (Open Burn), Rule 417 (Wood Burning Appliances), Rule 421 (Check Before You Burn), and Rule 442 (Architectural Coatings).

#### Regulation 10 - Mobile Sources

Regulation 10 (Mobile Sources) is intended to reduce emissions associated with mobile sources. Examples of rules associated with Regulation 10 include Rule 1002 (Fleet Inventory), through which the SMAQMD is able to obtain fleet-related data necessary for the development, implementation, and monitoring of Rule 1003 (Reduced-Emission Fleet Vehicles/Alternative Fuels). Rule 1003 is intended to reduce the emissions of ROG and NO<sub>x</sub> from fleet vehicles by requiring reduced-emission vehicles and encouraging vehicles to be operated on cleaner burning alternative fuels or electric power. Rule 1005 (Mobile Source Emission Reduction Credits/Banking) provides a means for regulated businesses and/or agencies to develop compliance programs, minimizes the cost of compliance with SMAQMD rules, while providing emissions reduction needed to attain air quality goals, and establishes a mobile source emission reduction credit/banking system.

#### *Air Quality Attainment Plans*

Each of the attainment plans currently in effect for the SVAB are discussed in further detail below.

#### 2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan<sup>24</sup>

The SMAQMD, along with the other air districts in the region, prepared the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* in December 2008. The CARB determined that the Plan met CAA requirements and approved the plan on March 26, 2009 as a revision to the SIP. An update to the plan, *2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (2013 Ozone Attainment Plan), has been prepared and was approved and adopted by SMAQMD on September 26, 2013. The 2013 Ozone Attainment Plan is being submitted to the USEPA as a revision to the SIP. In addition to strengthening the 8-hour ozone NAAQS, the USEPA also strengthened the secondary 8-hour ozone NAAQS, making the secondary standard identical to the primary standard.

The 2013 Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the federal NAAQS. The SVAB remains classified as a severe nonattainment area with an attainment deadline of 2027. The USEPA is in the process of preparing the final implementation rule of the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). Districts' actions are pending the publication of the final rule. The final rule is anticipated to require an attainment demonstration plan to be submitted in 2015.

#### PM<sub>2.5</sub> Implementation/Maintenance Plan and Re-designation Request for Sacramento PM<sub>2.5</sub> Nonattainment Area<sup>25</sup>

The USEPA promulgated a new 24-hour standard for PM<sub>2.5</sub> in October 2006, which strengthened the daily standard from 65µg/m<sup>3</sup> to 35µg/m<sup>3</sup> to protect the general public from health effects caused by exposure to fine particulate matter. Although the Sacramento area had attained the prior PM<sub>2.5</sub> standards, the area did not meet the new standards and the USEPA Administrator established PM<sub>2.5</sub> nonattainment designations for the 2006 standard, which became effective on December 14, 2009. In the USEPA's final designation, a multi-county PM<sub>2.5</sub> nonattainment area was created in the Sacramento region.

However, the Sacramento federal PM<sub>2.5</sub> Nonattainment Area attained the federal PM<sub>2.5</sub> health standards on December 31, 2011. To be re-designated, the area must, among other things, show that attainment was achieved by permanent and enforceable reductions and that the area would remain below the standard for 10 years after accounting for emissions growth. The *PM<sub>2.5</sub> Implementation/Maintenance Plan and Re-designation Request for Sacramento PM<sub>2.5</sub> Nonattainment Area* (PM<sub>2.5</sub> Implementation/Maintenance Plan) was prepared to show that the region has met the requirements and requests that the USEPA re-designate the area to attainment. The USEPA issued a final rule for Determination of Attainment for the Sacramento Nonattainment Area effective August 14, 2013. The PM<sub>2.5</sub> Implementation/Maintenance Plan would be adopted by the air districts within the nonattainment area, as well as the CARB, as a revision to the SIP. Contents of the PM<sub>2.5</sub> Implementation/Maintenance Plan include demonstration that the NAAQS was met and that all requirements have been met for a re-designation to attainment, specification of actions to be taken if the standards are violated in the future, and establishment of regional motor vehicle emission budgets.

#### 1991 Air Quality Attainment Plan and Triennial Reports

In addition to the federal attainment plans discussed above for meeting NAAQS, the CCAA of 1988 requires air districts to endeavor to achieve and maintain the CAAQS and develop plans for attainment. Sacramento County meets the CAAQS for sulfur dioxide, nitrogen dioxide, and carbon monoxide, but is designated nonattainment for the State ozone and particulate matter standards. In compliance with the CCAA, the SMAQMD prepared and submitted the 1991 Air Quality Attainment Plan (AQAP) to mainly address

Sacramento County's nonattainment status for ozone and, although not required, PM<sub>10</sub>. The AQAP also addressed CO. The AQAP was designed to make expeditious progress toward attaining the State ozone standard and contained preliminary implementation schedules for control programs on stationary sources, transportation, indirect sources, and a vehicle/fuels program.

The CCAA also requires that air districts assess their progress toward attaining the CAAQS once every three years. The triennial assessment is to report the extent of air quality improvement and the amounts of emission reductions achieved from control measures for the preceding three year period. The SMAQMD reviews and revises the AQAP, if necessary, to correct for deficiencies in meeting progress, to incorporate new data or projections, to mitigate ozone transport, and to pursue the expeditious adoption of all feasible control measures. The most recent triennial assessment is the *2009 Triennial Report and Plan Revision*.<sup>26</sup> SMAQMD rules included in the Triennial Reports and AQAP Revisions are intended to limit emissions from stationary sources. Programs are also proposed to provide incentives for mobile heavy duty vehicles/engines, CEQA mitigation for construction and land use development, and a Spare the Air program to reduce vehicle trips. Additional rules include, but may not be limited to, rules that would reduce emissions from degreasing and solvent cleaning operations, adhesives and sealants, solvents and unspecified coatings.

#### City of Folsom General Plan

The following air quality goals and policies of the *City of Folsom General Plan* are applicable to the proposed project.

- Goal 22                      To promote energy conservation.
- Policy 22.1      Continue to implement State energy efficient standards.
- Policy 22.2      Include energy conservation guidelines as part of the development standards for the specific plan area.
- Goal 31                      To improve the air quality of the City of Folsom including:
1. Achievement and maintenance of AAQS established by the USEPA and the CARB.
  2. Minimizing public exposure to toxic or hazardous air pollutants.
  3. Limiting visibility reducing particulate matter in the atmosphere.
  4. Minimizing public exposure to air pollutants which create a public nuisance through irritation to the senses or unpleasant odor.
- Policy 31.4      To minimize air quality impacts mitigation measures shall be required for transportation emissions associated with all development estimated to generate 2,000 or more trips per day. Measures include:

1. Project proponent funding of roadway improvements.
2. Commercial/industrial project proponent sponsorship of van pools or club buses.
3. Project proponent funded transit subsidies sufficient to reduce emissions from transit through the substitution of diesel-fueled buses with buses powered by alternative fuels, such as methanol and electric.
4. Commercial/industrial project sponsored daycare and employee services at the employment site.
5. Park and ride lots.

Policy 31.6 Non-retail industrial and non-retail commercial projects which directly emit air pollutants should be located in areas designated for industrial development, and separated from residential mixed use areas.

Policy 31.7 All employers of 50 or more full time employees per shift shall develop and implement incentive-based trip reduction programs for their employees. Incentives may include:

1. Provision of reserved and preferentially located parking spaces for the exclusive use of employees who actively participate in ride-sharing.
2. Provision of secure bicycle storage facilities.
3. Provision of shower and locker facilities for use by employees who commute by non-motorized means.
4. Distribution by employers of current information regarding the availability, cost, and schedules of public transit.
5. Employer provision of economic incentives to maximize the use of transit, ridesharing, van pooling, and non-motorized transportation.

Policy 31.9 The City should encourage bicycle usage through the development and maintenance of a safe and comprehensive bikeway system which includes:

1. The provision of securely anchored bicycle racks.
2. Sidewalks in residential development with protective curbing and adequate lighting.

Goal 32 To minimize public exposure to toxic or hazardous air pollutants.

Goal 33 To minimize visibility reducing particulate matter in the atmosphere.

Goal 34 To minimize public exposure to air pollutants which create a public nuisance through irritation to the senses or unpleasant odor.

Folsom Plan Area Specific Plan

The following objectives and policies related to air quality and climate change from Section 10, Resource Management and Sustainable Design, of the FPASP are applicable to the proposed project.

*Air Quality*

Objective 10.9 Improve air quality and reduce the production of greenhouse gas emissions affecting climate change through implementation of an approved Operational Air Quality Mitigation Plan.

Policy 10.43 An Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District based on the District's CEQA guidelines dated July 2004. As required by LAFCo Resolution No. LAFC 1195 (dated 6 June 2001) the plan achieves a minimum 35% reduction in potential emissions than could occur without a mitigation program.

Policy 10.44 The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.

Policy 10.45 Based on advisory recommendations included in Table 1-1 of the California Air Resources Board document entitled Air Quality and Land Use Handbook, avoid locating residential land uses within 500-feet of U.S. Highway 50.

Policy 10.46 Prohibit wood burning fireplaces in all residential construction.

Policy 10.47 Provide complimentary electric lawn mowers to each residential buyer in the SF, SFHD and the MLD land uses.

*Energy Efficiency*

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 10.58 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 10.61 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; and
  - 10.65b Nonresidential appliances and office equipment; heating, cooling, and lighting control 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.

Policy 10.68 Electrical outlets shall be provided along the front and rear exterior walls of all single family homes to allow for the use of electric landscape maintenance tools.

#### *Water Efficiency and Conservation*

Policy 10.71 All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.

#### *Environment Quality*

Objective 10.20 Whenever feasible, reduce or eliminate the use of building products that may harm the earth's ozone layer, contribute to harmful indoor air quality and/or contribute to global warming.

Policy 10.78 All HVAC and refrigeration equipment shall not contain chlorofluorocarbons (CFCs).

Policy 10.79 All fire suppression systems and equipment shall not contain halons.

Policy 10.82 Limit the use of volatile organic compounds (VOC) in all construction materials.

#### Folsom Plan Area Specific Plan Operational Air Quality Mitigation Plan

An Operational Air Quality Mitigation Plan (OAQMP) was prepared for the FPASP.<sup>27</sup> The OAQMP is a stand-alone document separate from any other documents or plans required by CEQA or other laws, ordinances, or regulations. The OAQMP provides guidance for the implementation of the FPASP objectives and policies, including improved mobility, a reduction in vehicle miles traveled (VMT), and improved air quality. Mitigation measures within the OAQMP have been developed by the SMAQMD and are divided into categories based on the proposed applicable land uses in the FPASP. The mitigation measures set forth in the OAQMP applicable to a single-family residential land use development include the following:

- Proximity to bike path/bike lanes;
- Pedestrian network;

- Pedestrian barriers minimized;
- Bus shelter for planned transit service;
- Traffic calming;
- Minimum parking;
- Orientation to planned alternate transit;
- Residential density;
- Street grid;
- Suburban mixed-use design;
- No wood-burning fireplace;
- Energy-star roof;
- Transportation Management Association membership;
- Electric lawnmowers;
- Enhanced pedestrian access; and
- Transit corridor and transit corridor fees.

Implementation of the mitigation measures set forth in the OAQMP is required for any development within the FPASP area in order for buildout of the FPASP to meet the necessary overall regional reduction in operational emissions per SMAQMD and County requirements. As such, the proposed project would be required to comply with the applicable mitigation measures set forth in the OAQMP.

#### 4.2.4 IMPACTS AND MITIGATION MEASURES

The standards of significance and methodology utilized to analyze and determine the proposed project's potential project-specific and cumulative impacts are described below. The standards are based on policies of the City of Folsom and other responsible agencies. In addition, a discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

##### Standards of Significance

Table 4.2-6 below presents the SMAQMD's recommended thresholds of significance for ozone precursors, which are expressed in pounds per day (lbs/day).

| <b>Table 4.2-6</b><br><b>SMAQMD Thresholds of Significance</b> |  |   |
|--|--|---|
| <b>Pollutant</b>   | <b>Construction Thresholds<br/>(lbs/day)</b> | <b>Operational Thresholds<br/>(lbs/day)</b> |
| NO <sub>x</sub>  | 85   | 65  |
| ROG  | -  | 65  |
| <i>Source: SMAQMD, December 2009.<sup>28</sup></i>             |  |   |

The SMAQMD recommends that construction-related PM<sub>10</sub> emissions be addressed as a localized pollutant, and considers PM<sub>10</sub> emissions to be significant if they exceed the concentration-based thresholds of significance of 50 micrograms per cubic meter (µg/m<sup>3</sup>) (24-

hour standard) or  $20 \mu\text{g}/\text{m}^3$  (annual arithmetic mean) at an off-site receptor location. Because  $\text{PM}_{2.5}$  is a subset of  $\text{PM}_{10}$ , the SMAQMD assumes that construction projects that do not generate concentrations of  $\text{PM}_{10}$  that exceed the concentration-based threshold of significance would also be considered less-than-significant for  $\text{PM}_{2.5}$  impacts. The SMAQMD does not expect construction activity to generate high concentrations of other criteria air pollutants (e.g.,  $\text{NO}_2$ ,  $\text{SO}_x$ , and CO) that would expose nearby sensitive receptors to substantial pollutant concentrations that would violate an air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, evaluation of concentrations of criteria pollutants other than PM at a local level is not recommended by SMAQMD.

The SMAQMD has developed screening level thresholds for construction-related and operational emissions based on preliminary modeling performed by the SMAQMD using default values. If a project is below the SMAQMD's screening level thresholds, the project would not result in emissions in excess of the quantitative thresholds of significance presented in Table 4.2-6 and have a less-than-significant impact on air quality. However, all projects involving construction activities, regardless of screening level, are required to implement the SMAQMD's Basic Construction Emission Control Practices. For construction, projects that are 35 acres or less in size generally would not exceed the SMAQMD's construction  $\text{NO}_x$  threshold of significance. For operations, the SMAQMD has developed a list of operational screening levels for a variety of land use development projects. For a single-family residential development, the screening level threshold is 316 dwelling units. Thus, if a single-family residential development exceeds 316 dwelling units, a detailed air quality analysis is required. Screening criteria have also been established by SMAQMD for construction-related PM emissions and localized CO emissions, discussed further below. The localized CO emissions screening criteria are divided into two tiers, where a tier two analysis is required if a project does not meet the tier one screening criteria.

Related to TAC emissions associated with NOA, according to SMAQMD, if a project would not involve earth-disturbing construction activity in "areas moderately likely to contain NOA" per the California Geological Survey map or would not locate receptors in such an area, then the project would not have the potential to expose people to airborne asbestos particles.

A threshold of significance for GHG emissions has not been established by the SMAQMD; however, the SMAQMD is currently in the process of developing recommended GHG thresholds for determining impacts from land use and stationary source projects per CEQA. Per the SMAQMD's draft GHG thresholds of significance, a screening level would be recommended for GHG analysis of 1,100  $\text{MTCO}_2\text{e}/\text{yr}$ . Projects exceeding the screening level would be required to perform a further detailed analysis showing whether the project would meet a recommended threshold, based on Statewide GHG emission reduction targets per AB 32, of a 21.7 percent reduction from business as usual (BAU) conditions by the year 2020.<sup>29</sup> For this analysis, the City, in consultation with SMAQMD and consistent with the draft GHG thresholds of significance, recommends a quantitative GHG analysis in order to demonstrate that the project would promote sustainability and implement operational GHG emission reduction strategies that would reduce GHG emissions to below the screening level of 1,100  $\text{MTCO}_2\text{e}/\text{yr}$  or from BAU conditions by 21.7 percent by 2020.<sup>30</sup> Emission reduction measures for GHG could include, but are not limited to, compliance with local, State, or federal plans or strategies for GHG

reductions, on-site and off-site mitigation recommendations from the Office of the Attorney General, and project design features.

Based on the recommendations of SMAQMD as presented above, consistent with Appendix G of the CEQA Guidelines, the City's General Plan, the FPASP, and professional judgment, a significant impact would occur if the proposed project would result in any of the following:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation (i.e., exceed the SMAQMD thresholds of significance of 85 lbs/day for construction-related  $\text{NO}_x$ ,  $50 \mu\text{g}/\text{m}^3$  (24-hour standard) or  $20 \mu\text{g}/\text{m}^3$  (annual arithmetic mean) for construction-related  $\text{PM}_{10}$  at an off-site receptor location, or 65 lbs/day for operational ROG and  $\text{NO}_x$ );
- Expose sensitive receptors to substantial pollutant concentrations (including localized concentrations of CO and TAC emissions);
- Create objectionable odors affecting a substantial number of people;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable AAQS (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (i.e., would exceed 1,100  $\text{MTCO}_2\text{e}/\text{yr}$  and not achieve a minimum 21.7 percent emission reduction from BAU levels by 2020); or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

In addition, where appropriate, the criteria used to determine significance of air quality impacts is based on whether the proposed project would substantially modify or worsen the impacts previously identified for buildout of the project site per the FPASP EIR/EIS.

### **Method of Analysis**

The analysis protocol and guidance provided by the SMAQMD's *Guide to Air Quality Assessment in Sacramento County* was utilized to analyze the proposed project's air quality and climate change impacts, including screening criteria and pollutant thresholds of significance.

The proposed project's short-term construction, long-term operational, and GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 software - a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the ITE Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data was available, such data was input into the model (e.g., construction phases and timing, projected VMT, sustainable design features, etc.). The results of emissions estimations were compared to the standards of significance discussed above in order to determine the associated level of impact.

The proposed project is anticipated to be constructed in three separate phases that would occur consecutively. Although Phase 1 would involve the most intensive construction of the three phases, Phase 1 would be located the furthest away from the nearest sensitive receptor, with the nearest residence to the edge of the development area being over 1,500 feet away. Phase 2 would be in closer proximity to sensitive receptors than Phase 1, with the nearest residence being approximately 500 feet away from the proposed development; however, the nearest residence would be separated by US 50 and associated buffer areas on either side of US 50, as well as a sound wall. In addition, Phase 2 would involve the least intensive construction of the three development phases. Phase 3 would involve less intensive construction than Phase 1, but more intensive construction than Phase 2. In addition, Phase 3 would be within approximately 500 feet to the closest sensitive receptor, which would be the single-family residence to the east. Due to the intensity of construction and proximity to the nearest sensitive receptor, Phase 3 of development would be expected to result in the highest associated concentrations of PM<sub>10</sub> emissions at the nearest sensitive receptor. Therefore, the maximum PM<sub>10</sub> concentrations at the nearest sensitive receptor were estimated for Phase 3 of construction.

The proposed project's construction-related PM<sub>10</sub> concentrations were estimated using the American Meteorological Society (AMS)/Environmental Protection Agency (EPA) Regulatory Model (AERMOD) dispersion model. The modeling was performed in accordance with SMAQMD's *Dispersion Modeling of Construction-Generated PM<sub>10</sub> Emissions*.<sup>31</sup> Per the SMAQMD's *Dispersion Modeling of Construction-Generated PM<sub>10</sub> Emissions*, two sets of multiple volume sources (one set representing ground-level sources to characterize fugitive PM<sub>10</sub> dust emissions and one set of elevated sources to represent PM<sub>10</sub> exhaust emissions generated by construction equipment) were modeled with the input parameters provided by SMAQMD.

### **Project-Specific Impacts and Mitigation Measures**

The following discussion of air quality impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

#### **4.2-1 A violation of any air quality standard or substantial contribution to an existing or projected air quality violation during construction. Based on the analysis below, the impact is less than significant.**

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM<sub>10</sub> emissions.

The proposed project is anticipated to be constructed in three separate phases. The first phase is anticipated to commence in April 2015 and would involve the construction of 364 single-family residential units, a private park, and grading of the elementary school

site. The second phase of construction, anticipated to commence in April 2017, would involve 246 single-family residential units and a private park. The third phase of construction would involve 265 single-family residential units and a 5.3-acre neighborhood park, and is anticipated to commence in April 2019. Due to the anticipated phasing schedule, construction of the three phases of development would likely overlap with one another.

The proposed project is required to comply with all SMAQMD rules and regulations for construction, including, but not limited to, Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), and Rule 442 (Architectural Coatings).<sup>32</sup> In addition, as discussed above, all projects are required to implement the SMAQMD's Basic Construction Emission Control Practices.<sup>33</sup> The proposed project exceeds the screening level threshold established by SMAQMD for construction-related emissions, which is a project that is 35 acres or more in size; thus, the proposed project could result in construction-related emissions in excess of the applicable threshold of significance.

#### Construction NO<sub>x</sub> Emissions

The proposed project's construction-related NO<sub>x</sub> emissions for each phase of development have been estimated and the resultant maximum estimated emissions are presented in Table 4.2-7. As mentioned above, construction of the three phases of development would likely overlap; thus, for years where construction would overlap, the NO<sub>x</sub> emissions associated with each phase of development were added together to provide a conservative estimation for the maximum lbs/day. As shown in the table, the proposed project's maximum unmitigated construction-related emissions would exceed the SMAQMD threshold of significance for NO<sub>x</sub>.

| <b>Table 4.2-7</b>   |  |   |
|--|--|---|
| <b>Maximum Unmitigated Project Construction-Related Emissions</b>  |  |   |
| <b>Pollutant</b>   | <b>Project Emissions<br/>(lbs/day)</b> | <b>SMAQMD Threshold of Significance<br/>(lbs/day)</b> |
| NO <sub>x</sub>  | 104.61 <sup>1</sup>                    | 85  |
| <sup>1</sup> Maximum emissions would occur during year 2017, when an overlap of construction of Phase 1 and Phase 2 would occur (i.e., 34.94 lbs/day from Phase 1 construction + 69.67 lbs/day from Phase 2 construction = 104.61 lbs/day total) |  |   |
| <i>Source: CalEEMod, October 2014 (see Appendix D).</i>  |  |   |

It should be noted that similar construction emissions would be expected to occur associated with buildout of the project site under the currently approved as well as the proposed land uses, as development would occur over the same site and occur over a similar area of disturbance. Impacts related to the generation of construction emissions of NO<sub>x</sub> and PM<sub>10</sub> associated with buildout of the entire FPASP were analyzed in Impact 3.A.2-1 of the FPASP EIR/EIS. The proposed project would be required to comply with all applicable mitigation measures set forth in the FPASP EIR/EIS, which include Mitigation Measures 3A.2-1a through 3A.2-1c of the FPASP EIR/EIS.

According to the FPASP EIR/EIS, implementation of Mitigation Measures 3A.2-1a through 3A.2-1c of the FPASP EIR/EIS would reduce the impacts from buildout of the entire FPASP area, including the project site, associated with construction-related NO<sub>x</sub> emissions to a less-than-significant level. Implementation of Mitigation Measure 3A.2-1a, particularly the Enhanced Exhaust Control Practices, would reduce the proposed project's NO<sub>x</sub> emissions from 104.61 lbs/day, as shown in Table 4.2-7, to 83.69 lbs/day, which would be below the SMAQMD threshold of significance. Thus, with implementation of the previously required mitigation measures set forth in the FPASP EIR/EIS, with which the project must comply, the proposed project's NO<sub>x</sub> emissions would be reduced to below the threshold of significance. In addition, as discussed above, the proposed project's construction emissions would be expected to be similar to what has been anticipated for the site per the approved land uses. As such, the proposed project would not result in any additional impacts beyond those anticipated in the FPASP EIR/EIS.

#### Construction PM<sub>10</sub> Emissions

For construction-related PM emissions, projects that meet the following two conditions would not have the potential to exceed or contribute to the concentration-based threshold of significance for PM<sub>10</sub> (and, therefore, PM<sub>2.5</sub>) at an off-site location:

- The project would implement all Basic Construction Emission Control Practices; and
- The maximum daily disturbed area (i.e., grading, excavation, cut and fill) would not exceed 15 acres. (If the maximum daily disturbed area is not known at the time of the analysis, SMAQMD guidance states that users shall assume that up to 25 percent of the total project area would be disturbed in a single day.)

The SMAQMD's Rule 403 requires control of fugitive dust, and the SMAQMD's Basic Construction Emission Control Practices are feasible control measures for fugitive dust from a construction site.<sup>34</sup> Thus, according to the SMAQMD's guide, all construction projects regardless of screening level are required to implement the Basic Construction Emission Control Practices.<sup>35</sup> According to information provided by the project applicant regarding construction phasing, the total maximum acres disturbed during any one phase of construction of the project would be 135 acres, which would occur during grading of the first phase of development. Assuming 25 percent of 135 acres would be disturbed per day, an estimated 33.75 acres per day would be disturbed, which exceeds the SMAQMD screening threshold. Accordingly, construction of the proposed project has the potential to exceed or contribute to the concentration-based threshold of significance for PM<sub>10</sub> (and, therefore, potentially PM<sub>2.5</sub>) at an off-site location, and dispersion modeling is required to determine the estimated concentration at the nearest off-site sensitive receptor.

As discussed above, impacts related to the generation of construction emissions of NO<sub>x</sub> and PM<sub>10</sub> associated with buildout of the entire FPASP were analyzed in Impact 3.A.2-1 of the FPASP EIR/EIS. Mitigation Measure 3A.2-1c requires a detailed project-level

analysis and dispersion modeling for PM<sub>10</sub>, as site-specific construction information was not available at the time of preparation of the FPASP EIR/EIS. According to the FPASP EIR/EIS, a significant and unavoidable impact would occur from buildout of the FPASP associated with construction PM<sub>10</sub> emissions unless the results of a detailed project-level analysis, as required by Mitigation Measure 3A.2-1c, support another impact conclusion.

In accordance with FPASP EIR/EIS Mitigation Measure 3A.2-1c, a project-level analysis of construction PM<sub>10</sub> emissions was conducted. The proposed project's construction-related PM<sub>10</sub> emission concentration at the nearest sensitive receptor was estimated using the AERMOD software program. Dispersion modeling for construction PM<sub>10</sub> was performed in accordance with SMAQMD's *Dispersion Modeling of Construction-Generated PM<sub>10</sub> Emissions*. Based on the AERMOD results, the highest 24-hour average concentration of PM<sub>10</sub> associated with construction of the proposed project at the nearest sensitive receptor was estimated to be 10.56 ug/m<sup>3</sup>, which is below the 24-hour CAAQS of 50 ug/m<sup>3</sup> that SMAQMD considers the concentration-based threshold of significance for construction-related PM<sub>10</sub> emissions. Thus, the proposed project would not result in impacts related to construction PM<sub>10</sub> emissions. Because PM<sub>2.5</sub> is a subset of PM<sub>10</sub>, the SMAQMD assumes that construction projects that do not generate concentrations of PM<sub>10</sub> that exceed the concentration-based threshold of significance would also be considered less-than-significant for PM<sub>2.5</sub> impacts. Therefore, the proposed project's construction-related emissions of PM would not result in a violation of any air quality standards or substantially contribute to the region's nonattainment status of PM.

#### Off-Site Improvements

Construction of the proposed off-site improvements, including roadway, water and sewer conveyance, SMUD substations, and storm drainage improvements, would be required to serve the project site. Approximately 34.5 acres of off-site backbone infrastructure and roadway improvements would be included as part of the proposed project, which would be constructed in portions associated with each phase of development. For example, the Street C extension and a water storage tank would be constructed during Phase 1 of development, a lift station and the Empire Ranch Road extension would be constructed during Phase 3, etc. Accordingly, the entire 34.5 acres of off-site backbone infrastructure and roadway improvements would not occur simultaneously. According to SMAQMD, projects that are 35 acres or less in size generally would not exceed the construction NO<sub>x</sub> threshold of significance. Therefore, the off-site improvements associated with the proposed project would not be expected to result in NO<sub>x</sub> emissions that would exceed the applicable threshold of significance.

In addition, based on the anticipated construction schedule for the backbone infrastructure for the entire FPASP area, construction activities would not result in ground disturbance in excess of 15 acres per day.<sup>36</sup> The off-site improvements associated with the proposed project are only a portion of the entire backbone infrastructure improvements necessary for the FPASP area. In addition, as noted above, all projects involving construction activities, including the proposed project, are required to implement Basic Construction Emission Control Practices. Therefore, in accordance with



SMAQMD screening conditions for PM emissions, the proposed project would not have the potential to exceed or contribute to the concentration-based threshold of significance for PM<sub>10</sub> (and, therefore, PM<sub>2.5</sub>) at an off-site location.

Thus, the proposed project's off-site improvements would not result in any new impacts or an increase in the severity of any previously identified air quality impacts per the FPASP EIR/EIS. Nonetheless, as discussed above, the proposed project would be required to comply with SMAQMD rules and regulations and the FPASP EIR/EIS mitigation measures, including those mentioned above, as well as Mitigation Measures 3A.2-1d, -1f, -1g, and -1h related to off-site improvements, which would minimize emissions generated during construction activities, including off-site improvements.

It should be noted that emissions associated with construction of the backbone infrastructure for the entire FPASP area have been analyzed as part of a separate CEQA document, a Mitigated Negative Declaration, prepared by the City of Folsom.<sup>37</sup>

### Conclusion

The proposed project would be required to comply with all applicable mitigation measures set forth in the FPASP EIR/EIS, which include Mitigation Measures 3A.2-1a and 3A.2-1b of the FPASP EIR/EIS. In addition, the proposed project is required to comply with all applicable FPASP objectives and policies, as well as SMAQMD rules and regulations. Compliance with SMAQMD rules and regulations and the FPASP EIR/EIS mitigation measures would minimize emissions generated during construction activities. Because development of the proposed project would occur over the same site and over a similar area of disturbance, similar construction emissions would be expected to occur with buildout of the site per the FPASP approved land uses. Because construction emissions would be minimized and the proposed project's emissions would not result in any new impacts or an increase in the severity of any previously identified short-term, construction-related air quality impacts beyond those anticipated in the FPASP EIR/EIS, the proposed project's construction-related emissions would not result in a contribution to the region's nonattainment status of ozone or PM, and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. Consequently, construction activities associated with development of the proposed project would be considered to result in a *less-than-significant* impact to air quality.

### Project-Specific Mitigation Measure(s)

*None required.*

### FPASP EIR/EIS Applicable Mitigation Measure(s)

**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 all project phases shall require their contractors to implement SMAQMD's list of Basic Construction*

*Emission Control Practices, Enhanced Fugitive PM Dust Control Practices (list below), and Enhanced Exhaust Control Practices or whatever mitigation measures are recommended by SMAQMD 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.*
- *Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas.*

- *Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.*

#### ***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) offroad vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. 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% 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. Such a determination must be supported by a project-level analysis and be approved by SMAQMD.

**3A.2-1b: Pay Off-Site Mitigation Fee to SMAQMD to Off-Set NO<sub>x</sub> Emissions Generated by Construction of On-Site Elements.** Implementation of the Proposed Project Alternative or the other four other action alternatives would result in construction-generated NO<sub>x</sub> emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NO<sub>x</sub> emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project Alternative or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for all

*project phases shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction-generated emissions of NO<sub>x</sub> that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO<sub>x</sub> emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NO<sub>x</sub> plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.*

*Based on information available at the time of writing this EIR/EIS, and assuming that construction would be performed at a consistent rate over a 19-year period (and averaging of 22 work days per month), it is estimated that the off-site construction mitigation fees would range from \$517,410 to \$824,149, depending on which alternative is selected. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees would be substantially greater if construction activity is more intense during some phases and less intense during other phases of the 19-year build out period, and in any event, based on the actual cost rate applied by SMAQMD. (This fee is used by SMAQMD to purchase off-site 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.)*

**3A.2-1d:** ***Implement SMAQMD's Basic Construction Emission Control Practices during Construction of all Off- site Elements located in Sacramento County.** The applicants responsible for the construction of each off-site element in Sacramento County shall require their contractors to implement SMAQMD's Basic Construction Emission Control Practices during construction. A list of SMAQMD's Basic Construction Emission Control Practices is provided under Mitigation Measure 3A.2-1a.*

*Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans) to implement SMAQMD's Basic Construction Emission Control Practices or comparable feasible measures.*

**3A.2-1f:** ***Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.** Implement SMAQMD's Enhanced Exhaust Control Practices, which are listed in Mitigation Measure 3A.2-1a, in order to control NO<sub>x</sub> emissions generated by construction of all off-*

site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).

**3A.2-1g:** ***Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO<sub>x</sub> Emissions Generated by Construction of Off- site Elements.** The off-site elements could result in construction-generated NO<sub>x</sub> emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a).*

*Therefore, the responsible project applicant(s) for each off-site element in Sacramento County shall pay SMAQMD an off-site mitigation fee for implementation of each off-site element in Sacramento County for the purpose of reducing NO<sub>x</sub> emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined. This calculation shall occur if the City/USACE certify the EIR/EIS and select and approves the Proposed Project or one of the other four other action alternatives, the City, Sacramento County, and the applicants establish the phasing by which construction of the off- site elements would occur, and the applicants develop a detailed construction schedule. Calculation of fees associated with each off-site element shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of respective grading plans by Sacramento County. The project applicant(s) responsible for each off-site element in Sacramento County shall pay into SMAQMD's off- site construction mitigation fund to further mitigate construction-generated emissions of NO<sub>x</sub> that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO<sub>x</sub> emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NO<sub>x</sub> plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees for construction of the off-site elements would vary according to the timing and potential overlap of construction schedules for off-site elements. This measure applies only to those off-site elements located in SMAQMD's jurisdiction (i.e., in Sacramento County) because EDCAQMD does not offer a similar off-set fee program for construction- generated NO<sub>x</sub> emissions in its jurisdiction. (This fee is used by SMAQMD to purchase off-site 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.)*

*Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).*

**3A.2-1h:** *Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements. Prior to construction of each off-site element located in Sacramento County that would involve site grading or earth disturbance activity that would exceed 15 acres in one day, the responsible agency or its selected consultant shall conduct detailed dispersion modeling of construction-generated PM10 emissions pursuant to 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 PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County SMAQMD 2009a).*

*SMAQMD emphasizes that PM10 emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each 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. If the modeling analysis determines that construction activity would result in an exceedance or substantial contribution to the CAAQS and NAAQS at a nearby receptor, then the project applicant(s) shall require their respective contractors to implement additional measures for controlling construction-generated PM10 exhaust emission and fugitive PM10 dust emissions in accordance with SMAQMD guidance, requirements, and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices included in Mitigation Measure 3A.2-1a. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres.*

*Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).*

**4.2-2 A violation of any air quality standard or substantial contribution to an existing or projected air quality violation during operations, and a conflict with or obstruction of implementation of applicable air quality plans. Based on the analysis below and the lack of additional feasible mitigation, the impact is *significant and unavoidable*.**

As discussed above, due to the nonattainment designations of the area, SMAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the 2013 Ozone Attainment Plan, the PM<sub>2.5</sub> Implementation/Maintenance Plan, and the AQAP and Triennial Reports. Adopted SMAQMD rules and regulations, as well as the thresholds of significance, are consistent with the air quality plans. According to the SMAQMD *Guide to Air Quality Assessment in Sacramento County*, by exceeding the SMAQMD's mass emission thresholds for operational emissions of ROG or NO<sub>x</sub>, a project would be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts.

It should be noted, however, that because development of the FPASP was not included in any of the existing air quality plans, the associated emissions from development were not accounted for in the emissions inventories of the plans. As a result, an OAQMP was required to be prepared for the FPASP (per Mitigation Measure 3A.2-2 of the FPASP EIR/EIS) in order to ensure that emissions of ROG and NO<sub>x</sub> associated with development of the FPASP area would be reduced by 35 percent in accordance with SMAQMD and County requirements. According to the FPASP EIR/EIS, although implementation of the OAQMP mitigation measures would reduce the ROG and NO<sub>x</sub> emissions by 35 percent, the levels from buildout of the entire FPASP would still exceed the SMAQMD threshold of significance of 65 lbs/day. Thus, a significant and unavoidable impact was identified for buildout of the FPASP.

The proposed project is required to comply with the OAQMP prepared for the FPASP, including implementation of all applicable mitigation measures set forth in the OAQMP. As part of the project application package, a consistency analysis with the OAQMP was prepared for the proposed project. A discussion of the proposed project's consistency with the mitigation measures set forth in the OAQMP applicable to a single-family residential land use development is provided in Table 4.2-8. As discussed in the table, the proposed project would be consistent with the FPASP OAQMP.

Operational emissions of criteria pollutants would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities such as future residents' vehicle trips to and from the project site would make up the majority of the mobile emissions. Emissions would also occur from area sources such as natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.). The proposed project consists of 875 single-family residential units, which exceeds the SMAQMD's screening level threshold of 316 dwelling units. Thus, a detailed project-specific air quality analysis is required, which was conducted using CalEEMod.



**Table 4.2-8  
 Proposed Project Consistency with FPASP OAQMP**

| <b>SMAQMD Measure No.</b> | <b>Measure</b>                          | <b>Description</b>  | <b>Proposed Project Compliance Discussion</b>  |
|---------------------------|---|---|--|
| <b>4</b>                  | Proximity to bike path/bike lanes       | Entire project is located within <i>approximately</i> ½-mile of an existing Class I or Class II bike lane and project design includes a comparable network that connects the project uses to the existing offsite facility.   | Consistent – The proposed project includes both Class I and Class II bike lanes throughout project area that are within ½-mile of plan area uses. Additionally, a Class I bike facility will be located along Placerville Road to connect to the existing facility on Placerville Road north of US 50. |
| <b>5</b>                  | Pedestrian network                      | The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.  | Consistent – The proposed project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site.   |
| <b>6</b>                  | Pedestrian barriers minimized           | Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that <i>unnecessarily</i> impede bicycle or pedestrian circulation are <i>minimized</i> . | Consistent – The proposed project is not designed to unnecessarily impede pedestrian and bicycle circulation. Sidewalks and Class I and II bicycle paths are located throughout the project site to allow for circulation within the entire project site and to connection points off-site.            |
| <b>8</b>                  | Bus shelter for planned transit service | Project provides transit stops with safe and convenient bicycle/pedestrian access. Project provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting) in anticipation of future transit service.   | N/A – The Transit Master Plan for the FPASP suggests six potential locations for Transit Stations, none of which are located within the proposed project boundaries.   |
| <b>9</b>                  | Traffic calming                         | Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features.   | Consistent – Roadways within the project are for the most part local residential streets, often single-loaded with reduced traffic, and designed with curvilinear segments.  |
| <b>11</b>                 | Minimum parking                         | Provide minimum amount of parking required. Special review of parking required.   | Consistent – Parking consistent with FPASP requirements will be provided.  |

(Continued on next page)

**Table 4.2-8  
 Proposed Project Consistency with FPASP OAQMP**

| <b>SMAQMD Measure No.</b> | <b>Measure</b>   | <b>Description</b>  | <b>Proposed Project Compliance Discussion</b>  |
|---------------------------|--|---|--|
| <b>17</b>                 | Orientation to planned alternate transit               | Project is oriented toward planned transit, bicycle, or pedestrian corridor. Setback distance is minimized.   | Consistent – The proposed project will provide pedestrian and bicycle oriented circulation options.  |
| <b>18</b>                 | Residential density                                    | Project provides high-density residential development.  | N/A – The proposed project area does not have a high-density residential land use designation area located within the project boundaries, nor does the project propose high-density residential development. |
| <b>19</b>                 | Street grid  | <i>Project has</i> multiple and direct street routing (grid style).   | N/A – The measure is not applicable where site topography is not conducive to such street patterns.  |
| <b>23</b>                 | Suburban mixed-use design                              | Have at least three of the following on-site and/or off-site within ¼-mile: Residential Development, Retail Development, Park, Open Space, or Office.   | Consistent – The proposed project site contains Residential Development, Park, and Open Space land uses.   |
| <b>25</b>                 | No wood-burning fireplace                              | Project does not feature <i>wood-burning</i> fireplaces or wood burning stoves.   | Consistent – Wood-burning fireplaces or stoves are not proposed as part of the project.  |
| <b>27</b>                 | Energy-star roof                                       | Install Energy Star labeled roof materials.   | Consistent – Energy Star labeled roofing material or its equivalent will be installed.   |
| <b>33</b>                 | Transportation Management Association (TMA) membership | Include permanent TMA membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other non-revocable funding mechanism.  | Consistent – Applicant will work with City of Folsom and TMA to address appropriate mitigation.  |
| <b>34</b>                 | Electric lawnmowers                                    | Provide complimentary electric lawnmowers to each residential buyer. <i>Alternatively, require City of Folsom and Home Owner Associations to use electric lawnmowers on City and HOA maintained properties. Enforcement of electric lawnmowers shall be ensured by TMA.</i> | Consistent – The proposed project will provide electric lawnmowers to each residential buyer within the SF, SFHD, and MLD land use designations as appropriate.  |
| <b>99A</b>                | Enhanced pedestrian access                             | The project provides additional pedestrian access networks than specified in SMAQD Measure 5.   | Consistent – The proposed project includes both Class I bike trails and Class II bike lanes throughout the project area that are   |

(Continued on next page)

**Table 4.2-8  
 Proposed Project Consistency with FPASP OAQMP**

| <b>SMAQMD Measure No.</b> | <b>Measure</b>        | <b>Description</b>   | <b>Proposed Project Compliance Discussion</b>  |
|---------------------------|-----------------------|--|--|
|                           |                       |  | within ½-mile of plan area uses. Additionally, a Class I bike facility will be improved along Placerville Road to connect to the existing facility on Placerville Road north of US 50. |
| <b>99B</b>                | Transit corridor      | Project establishes a transit corridor that will link the town and neighborhood centers, the regional commercial center and the proposed higher density residential and mixed-use areas of the community to a future off-site regional transit system that includes connections to the RT Gold Line light rail system. The Transit Corridor shall serve as the backbone of the Plan's transit system to provide all residents with access to public transit. | N/A – Transit corridor is not identified within project site.  |
| <b>99C</b>                | Transit corridor fees | All projects will pay a City of Folsom Light Rail fee that will assist in the construction of future transit corridor facilities including bus stops and turn-outs, shelters, benches and signs.   | Consistent – Applicant anticipates paying fees as required.  |

As stated above, the project is required to comply with all SMAQMD rules and regulations, such as those listed previously for construction, as well as those associated with operations, such as Rule 402 (Nuisance), Rule 404 (Particulate Matter), and Rule 417 (Wood Burning Appliances). In addition, the project must comply with the applicable mitigation measures per the FPASP OAQMP, as well as the policies of the FPASP designed to reduce air emissions, which would partially offset project emissions.

Thus, the modeling performed for the proposed project included compliance with SMAQMD rules and regulations, FPASP objectives and policies, and the mitigation measures quantifiable within CalEEMod required per the OAQMP (i.e., use of only low VOC paints, prohibition of wood-burning devices, provision of electric lawnmowers to future residents, compliance with all mandatory requirements of the latest edition of the CALGreen Code, Energy Star certified appliances, and low-flow plumbing fixtures). The project-specific VMT provided by Fehr and Peers, the project traffic consultant, was applied to CalEEMod as well. It should be noted that because the project-specific VMT already accounted for the mitigation measures of the OAQMP that relate to a reduction of VMT (e.g., proximity to bike path/bike lanes, pedestrian network improvements, traffic calming measures, parking measures, mixed-use design, TMA membership, and transit-related measures), such measures were not applied to CalEEMod in order to avoid double-counting of such measures.

The proposed project's operational emissions are presented in Table 4.2-9. As shown in the table, the proposed project's operational emissions would exceed the applicable SMAQMD thresholds of significance.

| <b>Table 4.2-9<br/>Project Operational Emissions<sup>1</sup></b>  |  |  |
|---|--|--|
| <b>Pollutant</b>  | <b>Project Emissions<br/>(lbs/day)</b> | <b>SMAQMD Thresholds of Significance<br/>(lbs/day)</b> |
| NO <sub>x</sub>   | 107.84                                 | 65   |
| ROG   | 91.67                                  | 65   |
| <sup>1</sup> Includes compliance with SMAQMD rules and regulations, FPASP objectives and policies, and the mitigation measures quantifiable within CalEEMod required per the FPASP OAQMP. |  |  |
| <i>Source: CalEEMod, October 2014 (see Appendix D).</i>   |  |  |

In order to compare the proposed project's overall change in emissions from what is currently anticipated for the site, the approved land use designations per the FPASP for the project site were applied to CalEEMod with the corresponding VMT from the project traffic consultant. Other than the VMT, all of the same assumptions as the proposed project were applied to the modeling. The estimated operational emissions associated with the project site per the approved land uses, as well as a comparison of the proposed project's associated emissions, are presented in Table 4.2-10 below.

| Table 4.2-10<br>Approved vs. Proposed Operational Emissions <sup>1</sup>  |                                    |   |                     |
|---|------------------------------------|---|---------------------|
| Pollutant   | As Approved Emissions<br>(lbs/day) | Proposed Project Emissions<br>(lbs/day) | Change<br>(lbs/day) |
| NO <sub>x</sub>   | 242.28                             | 107.84                                  | -134.44             |
| ROG   | 162.96                             | 91.67                                   | -71.29              |
| <sup>1</sup> Both scenarios include compliance with SMAQMD rules and regulations, FPASP objectives and policies, and the mitigation measures quantifiable within CalEEMod required per the FPASP OAQMP. |                                    |   |                     |
| Source: CalEEMod, October 2014 (see Appendix D).  |                                    |   |                     |

As shown in the table, compared to buildout of the project site under the currently approved land uses, the land use designation changes proposed for the project would result in a 55.49 and 43.75 percent decrease in operational NO<sub>x</sub> and ROG emissions, respectively. Because the proposed project would result in fewer NO<sub>x</sub> and ROG emissions than anticipated under the approved land uses for the site, new impacts or an increase in the severity of any previously identified air quality impacts would not occur.

According to the SMAQMD guide, except for NO<sub>x</sub>, ROG, and localized CO emissions (localized CO emissions are analyzed in Impact 4.2-3 below), land use development projects do not typically have the potential to result in concentrations of criteria air pollutants that exceed or contribute to an exceedance of the respective AAQS. Criteria air pollutants are predominantly generated in the form of mobile-source exhaust from vehicle trips associated with the land use development project, which typically occur throughout a paved network of roads. Accordingly, associated exhaust emissions of criteria air pollutants are distributed over the roadway network and are not typically generated in any single location. Operational vehicle travel-related emissions of PM<sub>10</sub> and PM<sub>2.5</sub> could have the potential to exceed their respective AAQS if a project would generate a high volume of vehicle trips on unpaved roadways. The project would not have unpaved roadways during the operational phase. Construction emissions of PM<sub>10</sub> and PM<sub>2.5</sub> were discussed above. Therefore, in accordance with SMAQMD guidance, the proposed project's operational emissions of PM would not be expected to be substantial.

Although the proposed project would result in an overall reduction in operational emissions from what is currently anticipated for the site per the FPASP EIR/EIS, the project would still result in operational emissions of NO<sub>x</sub> and ROG in excess of the applicable thresholds of significance. Therefore, the proposed project could violate an air quality standard, would contribute to an existing air quality violation (i.e., the region's nonattainment status of ozone or PM), and would be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. It should be noted, however, that the proposed project would be consistent with the FPASP OAQMP. Because the proposed project would still contribute towards the significant and unavoidable impact identified for buildout of the FPASP, consistent with the conclusion within the FPASP EIR/EIS, the proposed project would be considered to result in a **significant** impact associated with operational NO<sub>x</sub> and ROG emissions and a conflict with or obstruction of implementation of applicable air quality plans.

Project –Specific Mitigation Measure(s)

Feasible mitigation measures in addition to what is required per the FPASP EIR/EIS and OAQMP do not exist sufficient to reduce the proposed project's emissions to below the applicable thresholds of significance such that a less-than-significant impact would occur. Therefore, consistent with the FPASP EIR/EIS, the above impact would remain *significant and unavoidable*.

FPASP EIR/EIS Applicable Mitigation Measure(s)

**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(s) 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) (Torrence Planning 2008), 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 the 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.*

**4.2-3 Exposure of sensitive receptors to substantial pollutant concentrations. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.**

The proposed project involves the creation of new housing; thus, would introduce new sensitive receptors to the area. Accordingly, the proposed project would be considered a sensitive receptor. The single-family residences located to the north and east of the site would be considered the nearest existing sensitive receptors to the project site. The major pollutant concentrations of concern are localized CO emissions and TAC emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the project would be expected to increase local CO concentrations. Concentrations of CO approaching the ambient air quality standards are only expected where background levels are high, and traffic volumes and congestion levels are high. The SMAQMD's preliminary screening methodology for localized CO emissions provides a conservative indication of whether

project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the applicable threshold of significance. The first tier of SMAQMD's recommended screening criteria for localized CO states that a project would result in a less-than-significant impact to air quality for local CO if:

- Traffic generated by the project would 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.

However, under the SMAQMD's second tier of localized CO screening criteria, if all of the following criteria are met, the project would still result in a less-than-significant impact to air quality for localized 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 would be substantially limited; and
- The mix of vehicle types at the intersection is not anticipated to be substantially different from the County average (as identified by the EMFAC or CalEEMod models).

Impact 3A.2-3 of the FPASP EIR/EIS analyzed the impacts from buildout of the FPASP area with regards to the generation of local mobile-source CO emissions. According to the FPASP EIR/EIS, based on the traffic analysis prepared for the FPASP, some signalized intersections in the vicinity of the FPASP area are predicted to operate at an unacceptable LOS under buildout conditions. However, according to the FPASP EIR/EIS, none of the intersections would accommodate volumes of traffic that would exceed 31,600 vehicles per hour, all affected roadways would be at-grade, and the mix of vehicles traveling on the roadways is not anticipated to be substantially different from the County average. Therefore, buildout of the FPASP area was determined not to result in concentrations of CO that would exceed or contribute to an exceedance of the CAAQS. The FPASP EIR/EIS further discusses that due to the stricter vehicle emissions standards in newer cars, new technology, and increased fuel economy, CO emissions would continue to be reduced over time. Therefore, according to the FPASP EIR/EIS, even under full buildout conditions of the FPASP, localized CO emissions would not result in or substantially contribute towards concentrations that would exceed AAQS, and impacts were determined to be less than significant.

The proposed project would result in 244 fewer residential units and removal of the potential for 380,061 square feet of General Commercial uses from what has been anticipated for the site per the currently approved FPASP land uses. The modifications in land uses would result in a reduction of vehicle trips, as well as a reduction in overall regional VMT. The reduction in overall travel in the region from implementation of the

proposed project would result in fewer associated mobile emissions, including criteria air pollutant emissions, from what has been anticipated for the site per the FPASP. As the proposed project is only a portion of the entire FPASP area and would reduce the vehicle trips and VMT from what was anticipated for the project site in the FPASP, a change in significance of the previously identified impact would not occur with implementation of the proposed project. Therefore, sensitive receptors would not be exposed to substantial CO concentrations as a result of the proposed project, and, consistent with the conclusion of the FPASP EIR/EIS, the proposed project would result in a less-than-significant impact related to a contribution to localized CO emissions.

### TAC Emissions

The CARB Handbook provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards.<sup>38</sup> The CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure.

Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road heavy-duty diesel equipment used for site grading, paving, and other construction activities result in the generation of DPM. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. In addition, buildout of the proposed project would occur in phases, where only portions of the site would be disturbed at a time, with operation of construction equipment regulated and occurring intermittently throughout the course of a day. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be very low.

The residences to the east of the project site, located approximately 500 feet away, would be subjected to the highest construction-related emission concentrations, including DPM, associated with buildout of the site. As discussed above, the proposed project's construction-related PM<sub>10</sub> emission concentration (including both fugitive dust and exhaust PM<sub>10</sub> emissions) at the nearest sensitive receptor to the east was estimated using the AERMOD software program. Based on the AERMOD results, the highest 24-hour average concentration of PM<sub>10</sub> associated with construction of the proposed project at the nearest sensitive receptor was estimated to be 10.56 µg/m<sup>3</sup>, which is below the 24-hour CAAQS of 50 µg/m<sup>3</sup> that SMAQMD considers the concentration-based threshold of significance for construction-related PM<sub>10</sub> emissions. Because health risks associated with exposure to DPM or any TAC are correlated with high concentrations over a long period of exposure (e.g., over a 70-year lifetime), the temporary, intermittent construction-related DPM emissions would not be expected to cause any health risks to any nearby sensitive receptors. Furthermore, an open space buffer would occur between



the nearest sensitive receptors to the east and the proposed on-site residences. As such, construction of the proposed project would not expose any nearby existing sensitive receptors to substantial concentrations of TACs.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy truck traffic or idling. The proposed project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. The CARB's Handbook includes facilities (distribution centers) with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The project is not a distribution center, would not involve heavy diesel truck traffic, and is not located near any existing distribution center. Therefore, overall, the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions.

An existing rail line, known as the Sacramento-Placerville Transportation Corridor, runs along the east side of Placerville Road and East Bidwell Street bounds the project site to the west. The rail line has not been in commercial service for almost 30 years, with only intermittent use by a local rail preservation organization for maintenance or recreational train rides. Due to the lack of idling trains, CARB does not consider rail lines to be a significant source of TAC emissions; however, rail yards are considered a significant source of TACs by CARB due to the substantial amount of trains and idling. The project site is not located within the vicinity of any rail yard. Therefore, the project would not be affected by DPM emissions associated with a rail yard.

The CARB, per its Handbook, recommends the evaluation of emissions when freeways are within 500 feet of sensitive receptors. Any project placing sensitive receptors within 500 feet of a major roadway or freeway may have the potential to expose those receptors to DPM. The nearest proposed residence would be located approximately 125 feet from the nearest travel lane of US 50. In order to evaluate the risks associated with on-site exposure to DPM from US 50 traffic, the SMAQMD's screening methods for DPM cancer risk (potential incremental cancer chances per million people) set forth in the *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways* were utilized.<sup>39</sup> For residential land uses, the calculation of cancer risk associated with exposure to TACs is typically calculated based on a 70-year period of exposure. SMAQMD has established a screening threshold for DPM of 276 per million people, which is based on the level of increased individual risk corresponding to a 70 percent reduction from the highest risk. The highest risk represents the worst-case conditions. The screening threshold is not intended to be a safe risk level or regulatory threshold, but a point at which a site-specific health risk assessment is recommended.

The proposed project site is located south (upwind) of US 50; thus, the SMAQMD screening table for incremental DPM cancer risk per million people for projects south (upwind) of an east-west roadway was utilized. The northern border of the project site ranges from 125 feet to 533 feet to the nearest eastbound travel lane of US 50. According to Caltrans, the traffic volume on the segment of US 50 nearest the proposed project site is 8,600 vehicles per hour during the peak hour, and an average of 101,000 vehicles per

day. Even under a conservative analysis using the SMAQMD's incremental DPM cancer risk screening table, assuming the nearest receptor would be 100 feet south of the nearest travel lane with a (overestimated) peak hour traffic volume of 12,000 vehicles per hour, the incremental cancer risk per million would be approximately 143, which would still be less than the 276 per million people screening threshold set forth by SMAQMD. Therefore, according to the SMAQMD's *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways*, a site-specific health risk assessment is not necessary for the proposed project.

#### *Exposure to NOA*

As shown in Figure 4.2-1 above, the proposed project site is located in an area identified by the California Geological Survey as moderately likely to contain NOA. A Geotechnical Engineering Study was prepared for the proposed project by Youndahl Consulting Group, Inc. in December 2013.<sup>40</sup> As part of the Geotechnical Engineering Study, rock and soil samples from 15 subsurface exploration pits were analyzed for NOA. All laboratory analyses reported negative for the presence of NOA. Although the evaluation did not identify any NOA within the project area, NOA may still be present in areas not explored or sampled. Therefore, the potential exists for NOA to occur on the project site, which could become released into the air during construction activities. Accordingly, sensitive receptors could be exposed to NOA during construction.

#### Conclusion

As discussed above, the proposed project would not cause or be exposed to substantial pollutant concentrations, including localized CO or TAC emissions. However, the potential exists for NOA-containing minerals to be located on site. If such minerals are encountered at the site, construction activities could result in the release of NOA into the air. In order to ensure that workers, nearby sensitive receptors, and future residents of the proposed project would not be exposed to NOA, control measures would be required during construction activities. Therefore, exposure of sensitive receptors to NOA could result and a ***potentially significant*** short-term impact would occur. It should be noted that the proposed project's potential for exposure of sensitive receptors to TACs associated with construction activities, freeway traffic, and naturally occurring asbestos (NOA) would be similar to buildout of the site per the approved FPASP.

#### Project-Specific Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

- 4.2-3      *Prior to the commencement of any site-disturbing activities, the applicant shall demonstrate to the satisfaction of the SMAQMD that NOA does not exist on site. To demonstrate the applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124<sup>41</sup> to determine whether*

*and where NOA is present in the soil and rock on the project site and/or areas that would be disturbed by the project, except for those areas previously explored and sampled for NOA as part of the Geotechnical Engineering Study for Russell Ranch South prepared by Youndahl Consulting Group, Inc. in December 2013. The site investigation shall include the collection of three soil and rock samples per acre to be analyzed via the CARB 435 Method,<sup>42</sup> or other acceptable method agreed upon by SMAQMD and the City of Folsom. If the investigation determines that NOA is not present on the project site, then the project applicant shall submit a Geologic Exemption to SMAQMD as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The project applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.*

*If the site investigation determines that NOA is present on the project site, or alternatively if the applicant elects to assume presence of trace NOA, then, prior to commencement of any ground disturbance activity, the project applicant shall submit to the SMAQMD for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance, keeping storage piles wet or covered, and track-out prevention and removal.<sup>43</sup> The project applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.*

*If NOA is determined to be located on the surface of the project site, all surface soil containing NOA shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.2-4 The creation of objectionable odors affecting a substantial number of people. Based on the analysis below, the impact is *less than significant*.**

As discussed above, due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. Typical odor-generating land uses include, but are not limited to, wastewater

treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses and is not located in the vicinity of any existing or planned such land uses. It should be noted that pursuant to the Sewer Master Plan prepared for the FPASP area,<sup>44</sup> odor control facilities would be included during construction of the backbone infrastructure for the FPASP area. In addition, high-velocity hydraulic cleaning and vacuum cleaning of select sewer lines would be provided, as necessary. The flushing program would ensure that effluent does not sit in any pipeline for extended periods of time, thereby reducing the potential for operational odors associated with sewer infrastructure.

Residential land uses are not typically associated with the creation of substantial objectionable odors. In addition, the proposed land use modifications would not introduce any previously unanticipated uses that would create objectionable odors. The FPASP EIR/EIS identified truck deliveries to commercial uses and sewer lift stations as potential sources of intermittent and temporary diesel odor emissions. In addition, commercial uses such as fast-food restaurants were identified as potentially creating odors that would be perceived as offensive to some individuals. The proposed project does not involve and is not located in vicinity of any of the aforementioned uses.

Diesel fumes from construction equipment are often found to be objectionable; however, construction is temporary and associated diesel emissions would be regulated. In addition, the proposed project would be required to implement all applicable mitigation measures required for the area per the FPASP EIR/EIS. According to the FPASP EIR/EIS, implementation of Mitigation Measure 3A.2-1a related to construction emission control would reduce the exposure of sensitive receptors to construction-related odorous emissions. Therefore, construction of the proposed project would not be expected to create objectionable odors affecting a substantial number of people.

The SMAQMD regulates objectionable odors through Rule 402 (Nuisance), which prohibits any person or source from emitting air contaminants that cause detriment, nuisance, or annoyance to a considerable number of persons or the public. Rule 402 is enforced based on complaints. If complaints are received, the SMAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor complaints are made after the proposed project is developed, the SMAQMD would ensure that such odors are addressed and any potential odor effects reduced to less than significant.

For the aforementioned reasons, construction and operation of the proposed project would not create objectionable odors, and potential impacts related to objectionable odors would be *less than significant*. Because neither the proposed project nor buildout of site per the approved FPASP would introduce typical odor-producing land uses or be located in the vicinity of any existing or planned such land uses, impacts would be similar under the proposed project as the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

## **Cumulative Impacts and Mitigation Measures**

A project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. The geographic context for the proposed project cumulative air quality analysis includes the City of Folsom, including the FPASP, and surrounding areas within the SVAB that are designated nonattainment for ozone and PM.

Global climate change is, by nature, a cumulative impact. Emissions of GHG contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). A single project could not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects contribute substantially to the world-wide phenomenon of global climate change and the associated environmental impacts. Although the geographical context for global climate change is the Earth, for analysis purposes under CEQA and due to the regulatory context pertaining to GHG emissions and global climate change applicable to the proposed project, the geographical context for global climate change in this EIR is limited to the State of California.

### **4.2-5 A cumulatively considerable net increase of any criteria pollutant. Based on the analysis below, the impact is *less than significant*.**

A cumulative impact analysis considers a project over time in conjunction with other past, present, and reasonably foreseeable future projects whose impacts might compound those of the project being assessed. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant. Future attainment of AAQS is a function of successful implementation of SMAQMD attainment plans. Consequently, the SMAQMD's approach to cumulative thresholds of significance is relevant to whether a project's individual emissions would result in a cumulatively considerable contribution to the SVAB's existing cumulative impacts related to air quality conditions. If a project's emissions would be less than SMAQMD thresholds, the project would not be expected to result in a cumulatively considerable contribution to a significant cumulative impact. However, that exceedance of the project-level thresholds would not necessarily constitute a significant cumulative impact.

The FPASP EIR/EIS concluded that buildout of the entire FPASP would result in a significant cumulative impact associated with temporary, short-term construction and long-term operational air quality impacts. However, as discussed above, the proposed project would result in 244 fewer residential units and removal of the potential for 380,061 square feet of General Commercial uses from what has been anticipated and analyzed for the site per the FPASP and associated EIR. The modifications in land uses would result in a reduction of vehicle trips, as well as a reduction in overall regional VMT. The reduction in overall travel in the region from implementation of the proposed project would result in fewer associated mobile emissions, including criteria air pollutant emissions, from what has been anticipated for the site per the FPASP. In addition, the proposed project would be required to comply with all applicable SMAQMD rules and regulations, FPASP objectives and policies, the FPASP OAQMP, and applicable FPASP EIR/EIS mitigation measures.

Therefore, the proposed project's incremental contribution towards the significant and unavoidable impact identified for buildout of the FPASP would be less than what has been anticipated for the site. Accordingly, the proposed project's incremental contribution towards regional air quality would not be cumulatively considerable, and the cumulative impact would be considered *less than significant*.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

- 4.2-6 Generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment (i.e., would exceed 1,100 MTCO<sub>2</sub>e/yr and not achieve a minimum 21.7 percent emission reduction from BAU levels by 2020), and/or a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Based on the analysis below, the impact is *less than significant*.**

Emissions of GHGs contributing to global climate change are attributable in large part to human activities.<sup>45</sup> The major man-made sources of GHG emissions contributing to global climate change include utility, transportation, industrial/manufacturing, residential, and agricultural sector operations.<sup>46</sup> Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. Based on State law requiring reduction in GHG emissions to historical levels, as discussed above, cumulative impacts associated with GHG emissions are considered to be cumulatively significant.

It should be noted that the FPASP EIR/EIS addressed short-term construction-related and long-term operational GHG emissions from buildout of the entire FPASP. Mitigation

measures were included in the FPASP EIR/EIS (Mitigation Measures 3A.4-1, 3A.4-2a, and 3A.4-2b) to help reduce GHG emissions; however, the FPASP EIR/EIS concluded significant and unavoidable impacts based on the program-level analysis and lack of project-level details (see Impacts 3A.4-1 and 3A.4-2 of the FPASP EIR/EIS). However, the FPASP EIR/EIS states that an alternate impact conclusion may be supported by a project-level analysis based on detailed project-specific parameters used to estimate GHG emission levels. Since the FPASP EIR/EIS was prepared, SMAQMD has issued recommended thresholds of significance and methodology for analysis of GHG emissions that were not in place at the time the FPASP EIR/EIS GHG analysis was performed.

As discussed above, SMAQMD is in the process of developing recommended GHG thresholds of significance, including a draft screening level of 1,100 MTCO<sub>2e</sub>/yr, where projects exceeding the screening level would be required to perform a further detailed analysis showing whether the project would meet a minimum 21.7 percent reduction from BAU conditions by the year 2020. For this analysis, the City, in consultation with SMAQMD and consistent with the draft GHG thresholds of significance, has chosen to utilize a screening level of 1,100 MTCO<sub>2e</sub>/yr and a threshold of significance of a 21.7 percent reduction in GHG emissions from BAU levels, where BAU levels are based on 2010 levels, compared to 2020 levels for projects exceeding the screening level (based on Statewide GHG emission reduction targets per AB 32).<sup>47</sup> As the FPASP and associated EIR was approved after 2010, the BAU scenario for this analysis would be development of the proposed project without implementation of any Statewide regulation GHG emission reductions (i.e., at 2010 levels) or project-specific sustainability features, which would not necessarily be required under BAU conditions. For example, the FPASP objectives and policies, associated EIR mitigation measures, or OAQMP were not in place in 2010 and, thus, the BAU scenario would not be required to implement the required measures or project features of such.

Implementation of the proposed project along with other past, present, and reasonably foreseeable future projects, would contribute GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO<sub>2</sub> and other GHG pollutants, including CH<sub>4</sub> and N<sub>2</sub>O, from mobile sources and utility usage. The proposed project's short-term construction-related and long-term operational GHG emissions were estimated using CalEEMod, and the emissions are expressed in annual MTCO<sub>2e</sub>.

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. However, the proposed project's total estimated construction GHG emissions have been amortized over the anticipated overall construction period for the project, which is estimated to occur over eight years, and included in the annual operational GHG emissions in order to present a conservative long-term analysis. The proposed project's construction-related GHG emissions are presented in Table 4.2-11.

| <b>Table 4.2-11<br/>Unmitigated Proposed Project Construction GHG Emissions</b>   |  |
|---|--|
| <b>Construction Year</b>  | <b>Annual GHG Emissions (MTCO<sub>2</sub>e/yr)</b> |
| 2015  | 562.48   |
| 2016  | 717.27   |
| 2017 <sup>1</sup>   | 1,272.23   |
| 2018 <sup>1</sup>   | 800.25   |
| 2019 <sup>2</sup>   | 1,029.31   |
| 2020 <sup>2</sup>   | 667.31   |
| 2021  | 651.50   |
| 2022  | 39.61  |
| <b>Total Construction GHG Emissions</b>   | <b>5,739.96</b>                                    |
| <sup>1</sup> Total annual GHG emissions based on the combination of Phase 1 and Phase 2 construction emissions for that year (for 2017 = 722.33 MTCO <sub>2</sub> e/yr + 549.90 MTCO <sub>2</sub> e/yr; for 2018 = 310.18 MTCO <sub>2</sub> e/yr + 490.07 MTCO <sub>2</sub> e/yr).<br><sup>2</sup> Total annual GHG emissions based on the combination of Phase 2 and Phase 3 construction emissions for that year (for 2019 = 491.73 MTCO <sub>2</sub> e/yr + 537.58 MTCO <sub>2</sub> e/yr; for 2020 = 34.35 MTCO <sub>2</sub> e/yr + 632.96 MTCO <sub>2</sub> e/yr). |  |
| <i>Source: CalEEMod, October 2014 (See Appendix D).</i>   |  |

According to CalEEMod, the proposed project would result in annual GHG emissions, including amortized construction emissions, by 2020 as presented in Table 4.2-12. The project's compliance with SMAQMD rules and regulations, FPASP objectives and policies, and the mitigation measures quantifiable within CalEEMod required per the OAQMP (i.e., use of only low VOC paints, prohibition of wood-burning devices, provision of electric lawnmowers to future residents, compliance with all mandatory requirements of the latest edition of the CALGreen Code, Energy Star certified appliances, and low-flow plumbing fixtures) has been included in the modeling. The project-specific VMT provided by Fehr and Peers, the project traffic consultant, was applied to CalEEMod as well. It should be noted that because the project-specific VMT already accounted for the mitigation measures of the OAQMP that relate to a reduction of VMT (e.g., proximity to bike path/bike lanes, pedestrian network improvements, traffic calming measures, parking measures, mixed-use design, TMA membership, and transit-related measures), such measures were not applied to CalEEMod in order to avoid double-counting of such measures. As shown in the table, the proposed project would result in GHG emissions in excess of the SMAQMD's draft screening level threshold of 1,100 MTCO<sub>2</sub>e/yr. Thus, an analysis to determine whether the project would meet the minimum 21.7 percent reduction in GHG emissions from BAU levels, where BAU levels are based on 2010 levels, compared to 2020 levels is required.

The GHG emissions under BAU conditions are presented in Table 4.2-13. As stated above, the BAU scenario for this analysis is development of the proposed project without implementation of any Statewide regulation GHG emission reductions (i.e., at 2010 levels) or project-specific sustainability features, which would not necessarily be required



under BAU conditions. However, the same project-specific VMT was applied to the BAU scenario.

| <b>Table 4.2-12<br/>Proposed Project 2020 GHG Emissions<sup>1</sup></b>   |  |
|---|--|
| <b>Emission Source</b>  | <b>Annual GHG Emissions (MTCO<sub>2</sub>e/yr)</b> |
| Construction Emissions <sup>2</sup>   | 717.50   |
| Operational Emissions   | 24,571.11  |
| Area  | 10.88  |
| Energy  | 2,411.04   |
| Mobile  | 21,613.86  |
| Solid Waste   | 432.73   |
| Water   | 102.60   |
| <b>TOTAL ANNUAL GHG EMISSIONS</b>   | <b>25,288.61</b>                                   |
| <sup>1</sup> Includes compliance with SMAQMD rules and regulations, FPASP objectives and policies, and the mitigation measures quantifiable within CalEEMod required per the FPASP OAQMP.<br><sup>2</sup> Amortized total construction emissions (5,739.96 MTCO <sub>2</sub> e) over the anticipated 8-year construction period for the project (5,739.96 MTCO <sub>2</sub> e / 8 years = 717.50 MTCO <sub>2</sub> e/yr). |  |
| <i>Source: CalEEMod, October 2014 (see Appendix D).</i>   |  |

| <b>Table 4.2-13<br/>BAU GHG Emissions</b>  |  |
|--|--|
| <b>Emission Source</b>   | <b>Annual GHG Emissions (MTCO<sub>2</sub>e/yr)</b> |
| Construction Emissions <sup>1</sup>  | 717.50   |
| Operational Emissions  | 31,739.04  |
| Area   | 15.13  |
| Energy   | 2,968.21   |
| Mobile   | 28,191.31  |
| Solid Waste  | 432.73   |
| Water  | 131.67   |
| <b>TOTAL ANNUAL GHG EMISSIONS</b>  | <b>32,456.54</b>                                   |
| <sup>1</sup> Construction-related GHG emissions would be expected to be similar to the proposed project. |  |
| <i>Source: CalEEMod, October 2014 (see Appendix D).</i>  |  |

Consequently, the proposed project would result in approximately a 22.08 percent reduction in annual GHG emissions from BAU conditions by 2020, as presented in Table 4.2-14  $[(32,456.54 \text{ MTCO}_2\text{e} - 25,288.61 \text{ MTCO}_2\text{e}) / 32,456.54 \text{ MTCO}_2\text{e} \times 100\% = 22.08\%]$ . The reduction in GHG emissions would primarily be attributable to the advancement of vehicle and equipment efficiency, as well as more stringent standards and regulations as time progresses. Although a reduction related to such attributes would occur for every development project, CalEEMod takes into consideration how much of each attribute is applied for each specific project based on the size of the project and associated land uses.

| <b>Table 4.2-14</b>  |  |
|--|--|
| <b>Percent GHG Reduction From BAU by 2020</b>  |  |
|  | <b>Annual GHG Emissions (MTCO<sub>2</sub>e/yr)</b> |
| Total BAU  | 32,456.54  |
| Total Proposed Project Year 2020   | 25,288.61  |
| Total Reduction from BAU by 2020   | 7,167.93   |
| <b>PERCENT REDUCTION<sup>1</sup></b>   | <b>22.08%</b>                                      |
| <sup>1</sup> Percent reduction of project GHG emissions from BAU levels by 2020 (see calculation in text above). |  |

In order to compare the proposed project with what has been anticipated for the project site per the FPASP and included in the analysis in the FPASP EIR/EIS, the currently approved land uses for the project site have been modeled using CalEEMod. Similar assumptions as the proposed project were applied to CalEEMod, including compliance with SMAQMD rules and regulations, FPASP objectives and policies, and the mitigation measures quantifiable within CalEEMod required per the OAQMP. A comparison of the GHG emission associated with the proposed project and buildout of the site per the currently approved uses are provided in Table 4.2-15 below.

| <b>Table 4.2-15</b>   |  |   |
|---|--|---|
| <b>Approved vs. Proposed 2020 GHG Emissions<sup>1</sup></b>   |  |   |
| <b>Emission Source</b>  | <b>As Approved Annual GHG Emissions (MTCO<sub>2</sub>e/yr)</b> | <b>Proposed Project Annual GHG Emissions (MTCO<sub>2</sub>e/yr)</b> |
| Construction Emissions  | 717.50 <sup>2</sup>  | 717.50  |
| Operational Emissions   | 51,093.43  | 24,571.11   |
| Area  | 13.91  | 10.88   |
| Energy  | 3,430.76   | 2,411.04  |
| Mobile  | 46,817.87  | 21,613.86   |
| Solid Waste   | 628.38   | 432.73  |
| Water   | 202.50   | 102.60  |
| <b>TOTAL ANNUAL GHG EMISSIONS</b>   | <b>51,810.93</b>   | <b>25,288.61</b>  |
| <sup>1</sup> Includes compliance with SMAQMD rules and regulations, FPASP objectives and policies, and the mitigation measures quantifiable within CalEEMod required per the FPASP OAQMP. |  |   |
| <sup>2</sup> Construction-related GHG emissions would be expected to be similar to the proposed project.  |  |   |
| <i>Source: CalEEMod, October 2014 (see Appendix D).</i>   |  |   |

As shown in the table, the proposed project would reduce the GHG emissions associated with buildout of the site from what is currently anticipated per the approved FPASP by over 50 percent. Thus, the proposed project would not substantially worsen the impacts previously identified for buildout of the project site per the FPASP EIR/EIS.

As determined above, the proposed project would result in a reduction in GHG emissions of 22.30 percent from BAU levels by 2020, which would meet the minimum reduction threshold utilized for this analysis of 21.7 percent. In addition, a reduction of GHG emissions would occur from what is currently anticipated for buildout of the site.

Therefore, the proposed project's GHG emissions generated would not have a significant impact on the environment or conflict with an applicable plan, policy, or regulation established for the reduction of GHG emissions, and the project's incremental contribution to cumulative GHG emissions and global climate change would be considered a ***less-than-significant*** impact. Because a less-than-significant impact would occur, as determined based on project-specific data and analyses in compliance with the recommended thresholds of significance and methodology that was not in place at the time the FPASP EIR/EIS was prepared, mitigation, including Mitigation Measures 3A.4-1, 3A.4-2a, and 3A.4-2b of the FPASP EIR/EIS, would not be necessary for the proposed project. In addition, because the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would result in fewer impacts related to GHG emissions than the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

## Endnotes

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- <sup>3</sup> City of Folsom. *Folsom South of U.S. 50 Specific Plan Project Public Draft EIR/EIS*. June 2010.
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- <sup>5</sup> ENVIRON International Corporation and the California Air Districts. *California Emissions Estimator Model User's Guide Version 2013.2*. July 2013.
- <sup>6</sup> Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. December 2009 (latest revision in June 2014). Available at: <http://www.airquality.org/ceqa/ceqaguideupdate.shtml>. Accessed November 2014.
- <sup>7</sup> California Air Resources Board. *Ambient Air Quality Standards*. June 4, 2013. Available at: <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>. Accessed October 2014.
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- <sup>11</sup> California Department of Conservation, California Geological Survey. *Relative Likelihood for the Presence of Naturally Occurring Asbestos in Eastern Sacramento County, California*. 2006.
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- <sup>14</sup> California Air Resources Board. *Aerometric Data Analysis and Management (ADAM): Top Four Summary*. Available at: <http://www.arb.ca.gov/adam/>. Accessed September 2014.
- <sup>15</sup> U.S. Environmental Protection Agency. *Sources of Greenhouse Gas Emissions*. Available at: <http://epa.gov/climatechange/ghgemissions/sources/industry.html>. Accessed October 2014.
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- <sup>17</sup> California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
- <sup>18</sup> California Air Resources Board. *Climate Change Scoping Plan*. December 2008.
- <sup>19</sup> California Air Resources Board. *Status of Scoping Plan Recommended Measures*. Available at: [http://www.arb.ca.gov/cc/scopingplan/status\\_of\\_scoping\\_plan\\_measures.pdf](http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf). Accessed October 2014.
- <sup>20</sup> California Air Resources Board. *Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document*. August 19, 2011.
- <sup>21</sup> Sacramento Area Council of Governments. *Metropolitan Transportation Plan/Sustainable Communities Strategy 2035*. Adopted April 19, 2012.
- <sup>22</sup> Sacramento Area Council of Governments. *Sacramento Region Blueprint Transportation Land Use Plan*. December 2004. Available at: <http://www.sacregionblueprint.org/adopted/>. Accessed October 2014.
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- <sup>29</sup> Sacramento Metropolitan Air Quality Management District. *SMAQMD Draft GHG Thresholds of Significance Concepts, November 13, 2013 Workshop, Discussion Document*. November 13, 2013. Available at: <http://www.airquality.org/lutran/20131113WorkshopHandout.pdf>. Accessed November 2014.
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### 4.3. BIOLOGICAL RESOURCES

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## 4.3

## BIOLOGICAL RESOURCES

### 4.3.1 INTRODUCTION

The Biological Resources chapter of this EIR evaluates the biological resources that occur in the proposed project area. Existing plant communities, wetlands, wildlife habitats, and potential special-status species and communities are discussed. The analysis is primarily based on information contained in the *Biological Resources Impact Assessment* prepared for the project by ECORP Consulting, Inc. (see Appendix E),<sup>1</sup> the *Tree Survey* prepared for the project by Foothill Associates (see Appendix F),<sup>2</sup> the *Folsom Plan Area Specific Plan (FPASP)*<sup>3</sup> and associated EIR/EIS,<sup>4</sup> and the *City of Folsom General Plan*.<sup>5</sup>

Comments provided on the Notice of Preparation (NOP) by the California Department of Fish and Wildlife (CDFW) regarding the potential impacts to wildlife habitat and the presence of listed rare, threatened, or endangered and special status species have been addressed in this chapter.

### 4.3.2 EXISTING ENVIRONMENTAL SETTING

The following sections describe the existing environmental setting and biological resources occurring, or potentially occurring, in the proposed project area.

#### Regional Setting

The project area is located in the eastern portion of Sacramento County, in the City of Folsom, California. The City of Folsom is located approximately 15 miles northeast of the City of Sacramento, south of Folsom Lake. The City of Folsom is in the Sierra Nevada foothills, at the eastern edge of the alluvial Sacramento Valley. The Sierra Nevada province is characterized by steep-sided hills and narrow, rocky stream channels. The Sacramento Valley is characterized by flat alluvial plains. Climate in the Folsom area is characterized by warm, dry summers without rain and mild winters with light rain.

The project site is in the southeastern section of the City of Folsom, on the southern side of U.S. Highway 50 (US 50), near the Sacramento County/El Dorado County boundary to the east. The project site consists of approximately 429.7 acres, is within the eastern portion of the Hillside District of the FPASP, and is bound by US 50 to the north, White Rock Road to the south, and Placerville Road to the west. Along the western side of Placerville Road, approximately 75 feet or further to the west of the project site, is a rail line, known as the Sacramento-Placerville Transportation Corridor (SPTC), operated by a Joint Powers Authority (JPA). The SPTC has not been used for commercial operations since the late 1980's. However, the line is currently used for weekend excursion trains and other special events, with train operations ranging between five to 13 excursions per day on Saturdays and Sundays.

## Project Setting

The project area is predominantly characterized by annual grassland on gently sloping topography. In addition, vernal pools, freshwater seeps, seasonal wetland, swales, and intermittent drainages are present within the project area. Elevations within the project area range from approximately 240 feet to 800 feet above mean sea level. Historic land uses in the area include cattle ranching, farming, and mining activities, primarily gold mining. The natural communities, including on-site vegetation, wetlands and other waters of the U.S., and wildlife of the project area are discussed in further detail below.

### On-Site Vegetation

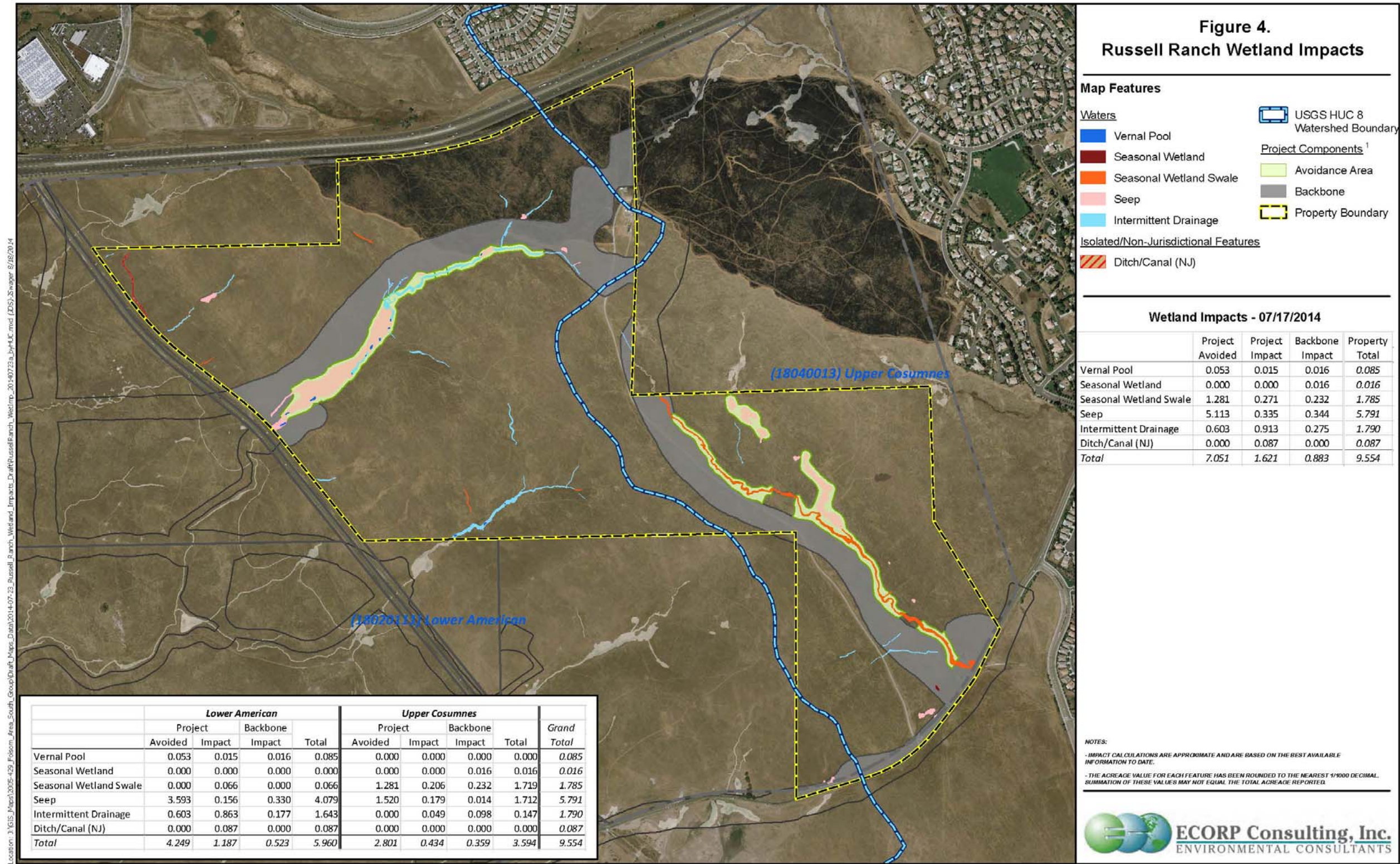
Annual grassland covers the majority of the project site and is characterized by a dense cover of non-native annual grasses interspersed with numerous species of non-native annual forbs and native wildflowers. Characteristic grass species include ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), ryegrass (*Festuca perennis*), and medusahead (*Taeniatherum caputmedusae*). Common non-native forbs include cut-leaved geranium (*Geranium dissectum*), Klamath weed (*Hypericum perforatum*), prickly sow thistle (*Sonchus asper*), yellow starthistle (*Centaurea solstitialis*), and Italian thistle (*Carduus pycnocephalus*). Native wildflowers observed in the annual grassland within the project site include wild hyacinth (*Triteleia hyacinthina*), Ithuriel's spear (*Triteleia laxa*), purple owl's-clover (*Castilleja exserta*), valley tassels (*Castilleja attenuata*), harvest brodiaea (*Brodiaea elegans*), and Fremont's tidy-tips (*Layia fremontii*).

### On-Site Wetlands and Other Waters of the U.S.

The Biological Resources Impact Assessment prepared for the project site, identified a total of 9.467 acres of Waters of the U.S., including wetlands, within the project site. As shown in Figure 4.3-1, the project site includes approximately 5.791 acres of seeps, 0.085 acres of vernal pools, 0.016 acres of seasonal wetlands, 1.785 acres of seasonal wetland swales, and 1.790 acres of intermittent stream channels. It should be noted that the aforementioned acreages include the total wetland acreage within the proposed project site, including the wetlands avoided by the proposed project, the wetlands impacted by the proposed project, and the wetlands impacted by the backbone infrastructure required for the project. All acres of the depressional seasonal wetlands and seasonal wetland swales within the project site have been determined to fall under U.S. Army Corps of Engineers (USACE) jurisdiction. The project site also contains 0.087 acres of ditch/canal that USACE determined to be non-navigable, isolated, and intrastate waters with no apparent interstate commerce connection and therefore not at this time considered jurisdictional Waters of the U.S. (non-jurisdictional). Although these aquatic features are not subject to USACE jurisdiction under Section 404 of the Clean Water Act (CWA), they may be considered Waters of the State under California's Porter-Cologne Act, and therefore subject to regulation by the Central Valley Regional Water Quality Control Board (CVRWQCB).



Figure 4.3-1  
Russell Ranch Wetlands and Wetland Impacts





### *Freshwater Seeps*

A seep is a wetland plant community characterized by dense cover of perennial herb species usually dominated by rushes, sedges, and grasses. Freshwater seep communities occur on sites with permanently moist or wet soils resulting from daylighting groundwater. Characteristic plant species found in seeps include Baltic rush (*Juncus balticus*), iris-leaved rush (*Juncus xiphioides*), common spikerush (*Eleocharis macrostachya*), white hedge-nettle (*Stachys albens*), rice cutgrass (*Leersia oryzoides*), and dense-flowered willowherb (*Epilobium densiflorum*). The project site includes approximately 5.791 acres of seeps (see Figure 4.3-1). All acreage of the seep habitat has been determined to fall under USACE jurisdiction.

### *Vernal Pools*

Vernal pools are natural ephemeral wetlands that form in shallow depressions underlain by an impervious or restrictive soil layer near the surface that restricts the percolation of water. Vernal pools are supported by direct precipitation and surface runoff. They pond during the wet season and typically become dry by late spring. Vernal pools are typically characterized by a high percentage of native plant species, many of which may be endemic (restricted) to vernal pools.

Characteristic vernal pool species include annual hairgrass (*Deschampsia danthonioides*), Fremont's goldfields (*Lasthenia fremontii*), common spikerush, coyote thistle (*Eryngium vaseyi*), stipitate popcorn flower (*Plagiobothrys stipitatus*), white-headed navarretia (*Navarretia leucocephala*), and horned downingia (*Downingia bicornuta*). As seen in Figure 4.3-1, the project site includes approximately 0.085 acres of vernal pools. All acreage of the vernal pool habitat has been determined to fall under USACE jurisdiction.

### *Seasonal Wetlands*

Seasonal wetlands are present within the project site in both topographic depressions and swales. Hydrologically, seasonal wetlands are similar to vernal pools because they remain inundated or saturated for extended periods during winter and spring. Seasonal wetland swales do not pond water appreciably, but are inundated by flowing water during rainfall and support a saturated upper soil horizon for an extended period of time during the growing season. Characteristic plant species in seasonal wetlands and seasonal wetland swales include coyote thistle, toad rush (*Juncus bufonius*), hyssop loosestrife (*Lythrum hyssopifolium*), foothill meadowfoam (*Limnanthes striata*), dallis grass (*Paspalum dilatatum*), rabbitsfoot grass (*Polypogon monspeliensis*), common spikerush, and ryegrass.

### *Drainage Channels*

Intermittent drainage channels occur throughout the project site. Intermittent drainages are typically unvegetated due to the scouring effects of flowing water. The project site includes 1.790 acres of intermittent drainage channels. All acreages of intermittent drainage channels have been determined to be fall under USACE jurisdiction. Ditches, which are excavated channels, are also present within the project site. Many ditches follow topographic contours and may represent relics from historic hydraulic gold mining activities, while others may have been

excavated to transport irrigation water. Some ditches may support hydrophytic vegetation such as rabbitsfoot grass, curly dock (*Rumex crispus*), and common yellow monkeyflower (*Mimulus guttatus*). As shown in Figure 4.3-1, approximately 0.087 acres of ditch is present throughout the project site. The 0.087 acres of ditch has been determined to be non-jurisdictional, although such waters are still considered Waters of the State.

## Wildlife

The project area supports an abundant and diverse fauna. Due to the large and mostly contiguous block of open space dominated by natural plant communities, the project area is particularly important to native wildlife species associated with grassland habitats. The project area provides habitat for both resident breeding and migratory raptors that prefer large tracks of open grassland for foraging.

A few of the many common wildlife species expected to occur within the project area include redtailed hawk (*Buteo jamaicensis*), Western kingbird (*Tyrannus verticalis*), oak titmouse (*Baeolophus inornatus*), savannah sparrow (*Passerculus sandwichensis*), Western meadowlark (*Sturnella neglecta*), gopher snake (*Pituophis catenifer*), Western fence lizard (*Sceloporus occidentalis*), coyote (*Canis latrans*), and black-tailed hare (*Lepus californicus*).

## **Special-Status Species**

Special-status species include plants and animals in the following categories:

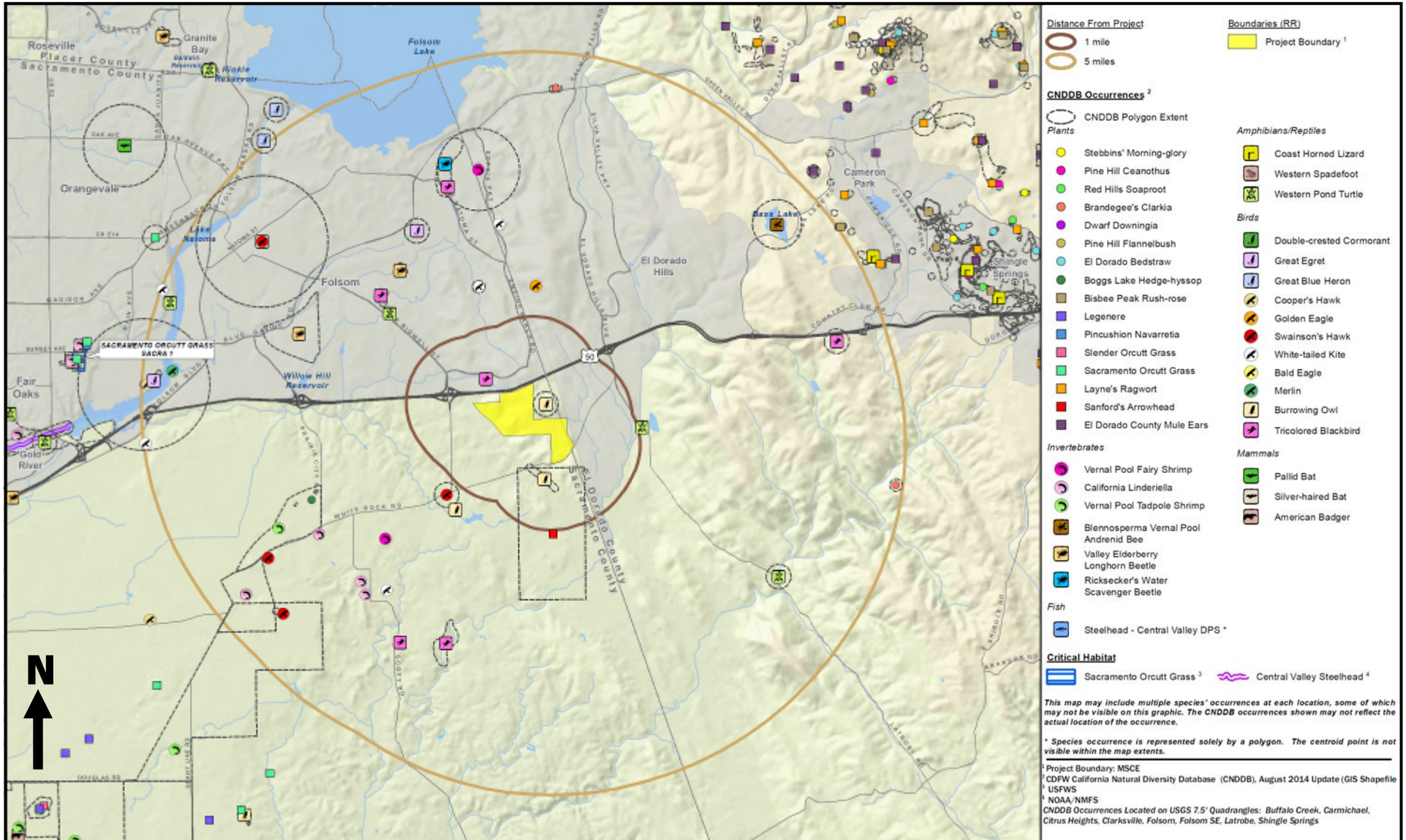
- Species officially listed by the State of California or the federal government as endangered, threatened, or rare;
- Candidates for State or federal listing as endangered, threatened, or rare;
- Taxa (i.e., taxonomic categories or groups) that meet the criteria for listing, even if not currently included on any list, as described in California Code of Regulations (CCR) Section 15380 of the California Environmental Quality Act (CEQA) Guidelines;
- Species identified by the CDFW as species of special concern;
- Species listed as Fully Protected under the California Fish and Game Code;
- Species afforded protection under local or regional planning documents; and
- Taxa considered by the California Native Plant Society (CNPS) to be “rare, threatened, or endangered in California.” The CNPS includes five ranks (California Rare Plant Ranks [CRPR]) for categorizing plant species of concern, which are summarized as follows:
  - CRPR 1A - Plants presumed to be extinct in California;
  - CRPR 1B - Plants that are rare, threatened, or endangered in California and elsewhere;
  - CRPR 2A - Plants presumed to be extinct in California, but more common elsewhere.
  - CRPR 2B - Plants that are rare, threatened, or endangered in California but more common elsewhere;
  - CRPR 3 - Plants about which more information is needed (a review list); and
  - CRPR 4 - Plants of limited distribution (a watch list).

Plant inventories prepared by CNPS provide one source of substantial evidence that is used by lead agencies to determine what plants meet the definition of endangered, rare, or threatened species, as described in CCR Section 15380 of the State CEQA Guidelines. For purposes of this analysis, the relevant inventories are CRPR 1A, 1B, 2A, and 2B. All plants listed in the CNPS Inventory are considered “special plants” by CDFW. The term “special plants” is a broad term used by CDFW to refer to all of the plant taxa inventoried by the CNDDDB, regardless of their legal or protection status. Notation as a CRPR 1B or 2 plant species does not automatically qualify the species as endangered, rare, or threatened within the definition of State CEQA Guidelines CCR Section 15380. Rather, CNPS designations are considered along with other available information about the status, threats, and population condition of plant species to determine whether a species warrants evaluation as an endangered, rare, or threatened species under CEQA. Plants on CRPR 1A, 1B, 2A and 2B of the CNPS Inventory may qualify for listing, and CDFW recommends - and local governments may require - that such species be addressed during CEQA review of proposed projects. However, a plant species need not be in the CNPS Inventory to be considered a rare, threatened, or endangered species under CEQA.

The term California species of special concern is applied by CDFW to animals not listed under the Federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA), but that are nonetheless declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. CDFW’s fully protected status was California’s first attempt to identify and protect animals that were rare or facing extinction. Most species listed as fully protected were eventually listed as threatened or endangered under CESA; however, some species remain listed as fully protected but do not have simultaneous listing under CESA. Fully protected species may not be taken or possessed at any time and take permits cannot be issued for the species, except for scientific research purposes or for relocation to protect livestock.

The Biological Resources Impact Assessment prepared for the proposed project by ECORP Consulting, Inc. queried the CDFW CNDDDB, the CNPS Inventory for the Folsom, Folsom SE, Clarksville, and Buffalo Creek U.S. Geological Survey (USGS) quadrangles, and the list of potentially occurring special-status species prepared for the FPASP EIR/EIS. Species may have been added or removed from the original FPASP EIR/EIS based on listing status changes and/or new species information. Figure 4.3-2 shows all of the CNDDDB occurrences within a five-mile radius of the project site. Table 4.3-1 below provides a list and a description of each special-status species known to occur, or with potential to occur, within the project area.

**Figure 4.3-2**  
**CNDDDB Recorded Occurrences within Site Vicinity**



Source: ECRP Consulting, Inc., 2014.

**Table 4.3-1**  
**Potentially Occurring Special-Status Species**

| Common Name              | Scientific Name                                       | Federal ESA Status | California ESA Status | Other Status | Habitat Description   | Approximate Survey Dates | Potential to Occur On-Site   |
|--------------------------|---|--------------------|-----------------------|--------------|---|--------------------------|--|
| <b>Plants</b>            |   |                    |                       |              |   |                          |  |
| Big scale balsamroot     | <i>Balsamorhiza macrolepis</i> var. <i>macrolepis</i> |                    |                       | 1B.2         | Chaparral, cismontane woodland and valley and foothill grassland. Sometimes on serpentine.                          | March-June               | Low potential to occur - Suitable habitat available in grasslands; however, the probability of occurrence is low because typically found on serpentine soils. Surveys have been conducted for the entire project area. This species was not documented within the project area during the surveys. |
| Hispid bird's beak       | <i>Cordylanthus mollis</i> ssp. <i>hispidus</i>       |                    |                       | 1B.1         | Alkaline meadows, seeps, and playas (0' - 500").  | June-September           | Absent - No habitat.   |
| Dwarf downingia          | <i>Downingia pusilla</i>                              |                    |                       | 2.2          | Vernal pools or other seasonal wetlands in annual grasslands (0' - 1,500').   | March-May                | Potential to occur - Surveys have been conducted for entire the project area. This species was not documented within the project area during the surveys.  |
| Tuolumne button-celery   | <i>Eryngium pinnaisectum</i>                          |                    |                       | 1B.2         | Vernal pools or other seasonal wetlands in cismontane woodland and lower montane coniferous forest (200' - 3,000'). | June-August              | Potential to occur - Surveys have been conducted for entire the project area. This species was not documented within the project area during the surveys.  |
| Bogg's Lake hedge hyssop | <i>Gratiola heterosepala</i>                          |                    |                       | 1B.2         | Lake marine marshes and swamps, vernal pools, and other seasonal wetlands, primarily in clay soils (30' - 8,000').  | April-August             | Potential to occur - Surveys have been conducted for entire the project area. This species was not documented within the project area during the surveys.  |
| Ahart's dwarf rush       | <i>Juncus leiospermus</i> var.                        |                    |                       | 1B.2         | Vernal pools and swales in areas of low cover of competing vegetation; most   | March-May                | Potential to occur - Surveys have been conducted for entire the project area. This species was not   |

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**Table 4.3-1**  
**Potentially Occurring Special-Status Species**

| Common Name             | Scientific Name                                   | Federal ESA Status | California ESA Status | Other Status | Habitat Description   | Approximate Survey Dates | Potential to Occur On-Site  |
|-------------------------|---|--------------------|-----------------------|--------------|---|--------------------------|---|
|                         | <i>ahartii</i>                                    |                    |                       |              | often on gopher turnings along margins of pools (95' - 750').                       |                          | documented within the project area during the surveys.  |
| Red Bluff dwarf rush    | <i>Juncus leiospermus</i> var. <i>leiospermus</i> |                    |                       | 1B.1         | Vernal pools, meadows and seeps, and other seasonally wet habitats (115' - 3,500'). | March-May                | Absent - Sacramento and El Dorado counties are outside the range for this species.  |
| Legenere                | <i>Legenere limosa</i>                            |                    |                       | 1B.1         | Relatively deep and wet vernal pools (0' - 3,000').                                 | April-June               | Potential to occur - Surveys have been conducted for entire the project area. This species was not documented within the project area during the surveys. |
| Pincushion navarretia   | <i>Navarretia meyersii</i> ssp. <i>meyersii</i>   |                    |                       | 1B.1         | Vernal pools (65' - 750').  | May                      | Potential to occur - Surveys have been conducted for entire the project area. This species was not documented within the project area during the surveys. |
| Sanford's arrowhead     | <i>Sagittaria sanfordii</i>                       |                    |                       | 1B.2         | Marshes and swamps (assorted shallow freshwater) (0 - 2,133').                      | May-October              | Potential to occur - Surveys have been conducted for entire the project area. This species was not documented within the project area during the surveys. |
| Slender Orcutt grass    | <i>Orcuttia tenuis</i>                            | FT                 | CE                    | 1B.1         | Vernal pools (100' - 5,800').   | May-October              | Potential to occur - Surveys have been conducted for entire the project area. This species was not documented within the project area during the surveys. |
| Sacramento Orcutt grass | <i>Orcuttia viscida</i>                           | FE                 | CE                    | 1B.1         | Vernal pools (98' - 328').  | April-September          | Potential to occur - Surveys have been conducted for entire the project area. This species was not documented within the project area                     |

(Continued on next page)  
 CHAPTER 4.3 – BIOLOGICAL RESOURCES

**Table 4.3-1**

**Potentially Occurring Special-Status Species**

| Common Name  | Scientific Name                          | Federal ESA Status | California ESA Status | Other Status | Habitat Description   | Approximate Survey Dates | Potential to Occur On-Site   |
|--|--|--------------------|-----------------------|--------------|---|--------------------------|--|
|  |  |                    |                       |              |   |                          | during the surveys.  |
| <b>Invertebrates</b>                                 |  |                    |                       |              |   |                          |  |
| Valley elderberry longhorn beetle                    | <i>Desmocerus californicus dimorphus</i> | FPD                |                       |              | Elderberry shrubs, typically in riparian habitats (0' - 3,000).   |                          | Absent - No elderberry shrubs were found on-site during surveys.   |
| Vernal pool fairy shrimp                             | <i>Branchinecta lynchi</i>               | FT                 |                       |              | Vernal pools and other seasonal wetlands in valley and foothill grasslands.   |                          | Low potential – Surveys have been conducted for the Russell Ranch property as part of the FPASP. This species was not documented during wet or dry season surveys. |
| Vernal pool tadpole shrimp                           | <i>Lepidurus packardii</i>               | FE                 |                       |              | Vernal pools and other seasonal wetlands in valley and foothill grasslands.   |                          | Low potential – Surveys have been conducted for the Russell Ranch property as part of the FPASP. This species was not documented during wet or dry season surveys. |
| Conservancy fairy shrimp                             | <i>Branchinecta conservatio</i>          | FE                 |                       |              | Vernal pools and other seasonal wetlands in valley and foothill grasslands.   |                          | Low potential – Surveys have been conducted for the Russell Ranch property as part of the FPASP. This species was not documented during wet or dry season surveys. |
| <b>Amphibians</b>                                    |  |                    |                       |              |   |                          |  |
| California tiger salamander (Central California DPS) | <i>Ambystoma californiense</i>           | FT                 | CT                    | CSC, CNDDDB  | Uses vernal pools, wetlands and adjacent grassland or oak woodland; needs underground refuge, usually ground squirrel or gopher burrows. Uses vernal pools, ponds, and seasonal wetlands for breeding. Largely terrestrial as adults. | March-May                | None – Nearest known occurrence is 15 miles to the south and extensive surveys in the project vicinity have not detected the species north of Cosumnes River.      |

(Continued on next page)



**Table 4.3-1**

**Potentially Occurring Special-Status Species**

| Common Name                | Scientific Name            | Federal ESA Status | California ESA Status | Other Status | Habitat Description  | Approximate Survey Dates | Potential to Occur On-Site  |
|----------------------------|----------------------------|--------------------|-----------------------|--------------|--|--------------------------|---|
| Western spadefoot toad     | <i>Spea hammondi</i>       |                    |                       | CSC          | Vernal pools and other seasonal ponds with a minimum 3-week inundation period in valley and foothill grasslands.   | March-May                | Potential to occur - Suitable habitat available on-site. Nearest documented occurrences are more than 5 miles away in the Roseville area, Phoenix Park in the Fair Oaks area, and Mather Regional Park in the unincorporated Sacramento County area south of US 50 between the cities of Sacramento and Rancho Cordova. |
| California red-legged frog | <i>Rana draytonii</i>      | FT                 |                       | CSC, CNDDDB  | Currently occurs in lowlands or foothills at waters with dense shrubby or emergent riparian vegetation. Larvae require 11 to 20 weeks to transform, sometimes overwintering. Adults must have aestivation habitat to endure summer dry down. | May-November             | None – Presumed extirpated from the valley floor. Nearest reproducing population is 30 miles east near Pollock Pines.   |
| <b>Reptiles</b>            |                            |                    |                       |              |  |                          |   |
| Western pond turtle        | <i>Actinemys marmorata</i> |                    |                       | CSC, CNDDDB  | Forage in ponds, marshes, slow moving streams, sloughs, and irrigation/drainage ditches; nest in nearby uplands with low, sparse vegetation.   | April-October            | Low potential – Marginal habitat quality on-site.   |
| Giant garter snake         | <i>Thamnophis gigas</i>    | FT                 | CT                    | CSC, CNDDDB  | Slow-moving streams, sloughs, ponds, marshes, Inundated floodplains, rice fields, and irrigation/drainage ditches on the Central Valley  |                          | Absent - No habitat.  |

(Continued on next page)

**Table 4.3-1**  
**Potentially Occurring Special-Status Species**

| Common Name                                 | Scientific Name                               | Federal ESA Status | California ESA Status | Other Status | Habitat Description   | Approximate Survey Dates                               | Potential to Occur On-Site   |
|---|---|--------------------|-----------------------|--------------|---|--|--|
|   |   |                    |                       |              | floor with mud bottoms, earthen banks, emergent vegetation, abundant small aquatic prey and absence of low numbers of large predatory fish. Also require upland refugia not subject to flooding during the snake's inactive season. |  |  |
| <b>Birds</b>                                |   |                    |                       |              |   |  |  |
| White-tailed kite (nesting)                 | <i>Elanus leucurus</i>                        |                    |                       | CFP          | Woodland, grassland.  | March-June   | Potential to occur - Suitable grassland foraging habitat. Several CNDDDB-documented nest sites in project vicinity.  |
| Northern harrier (nesting)                  | <i>Circus cyaneus</i>                         |                    |                       | CSC          | Marsh, grassland.   | April-September  | Known to occur within the FPASP, winter foraging documented by Foothill Associates. Likely to nest on-site; suitable nesting and foraging habitat available. |
| Golden eagle                                | <i>Aquila chrysaetos</i>                      |                    |                       | CFP          | Forages in large open areas of foothill shrub and grassland habitats and occasionally croplands. Does not nest in the Central Valley.   | Nests (February-August) ; winter CV (October-February) | Low potential - Unlikely to nest on-site; migrating and nonbreeding individuals could forage in the grasslands on-site.                                      |
| Swainson's hawk (nesting)                   | <i>Buteo swainsoni</i>                        |                    | CT                    | CNDDDB       | Forages in grasslands and agricultural lands; nests in riparian and isolated trees.   | March-August   | Potential to occur – Likely to nest on-site; suitable nesting and foraging habitat present on-site.  |
| Southern bald eagle (nesting and wintering) | <i>Haliaeetus leucocephalus leucocephalus</i> | FD                 | CE                    |              | Forage primarily in large inland fish-bearing waters with adjacent large trees or   |  | Low Potential - Foraging habitat is marginal, and the species does not nest on the Central Valley floor.   |

(Continued on next page)

**Table 4.3-1**

**Potentially Occurring Special-Status Species**

| Common Name                        | Scientific Name                             | Federal ESA Status | California ESA Status | Other Status | Habitat Description  | Approximate Survey Dates | Potential to Occur On-Site   |
|------------------------------------|---|--------------------|-----------------------|--------------|--|--------------------------|--|
|                                    |   |                    |                       |              | snags; occasionally in uplands with abundant rabbits, other small mammals, or carrion. Often roosts communally in winter.  |                          | However, could be a rare and irregular foraging visitor.   |
| California black rail (year round) | <i>Laterallis jamaicensis conturniculus</i> |                    | CT                    |              | Freshwater marshes, wet meadows, and shallow margins of saltwater marshes. Requires consistent water depth of 1 inch and dense vegetation to nest.   |                          | Absent - No habitat.   |
| Modesto song sparrow (year round)  | <i>Melospiza melodia</i>                    |                    |                       | CSC          | Nests and forages primarily in emergent marsh, riparian scrub, and early successional riparian forest habitats in the north-central portion of the Central Valley; infrequently in mature riparian forest and sparsely vegetated ditches and levees. |                          | Potential to occur - Suitable nesting habitat available along drainages and a few other on-site wetlands. However, the project area is on the fringes of the geographic range, and there is scientific uncertainty as to where song sparrows in eastern Sacramento County above 200 feet in elevation are of the "Modesto" form. |
| Burrowing owl (burrow sites)       | <i>Athene cunicularia</i>                   |                    |                       | BCC, CSC     | Grassland  | March-August             | Known to occur - Occurs in grasslands on-site; winter foraging documented. Likely to nest on-site; suitable nesting and foraging habitat available.  |
| Purple martin (nesting)            | <i>Progne subis</i>                         |                    |                       | CSC          | Nests in tree cavities, bridges, utility poles, lava tubes, and buildings. Forages in foothill and low montane oak and   | September-April          | Absent - Only known breeding colonies in the region are in the City of Sacramento where they nest in hollow-box bridges and in   |

(Continued on next page)

**Table 4.3-1**  
**Potentially Occurring Special-Status Species**

| Common Name                           | Scientific Name              | Federal ESA Status | California ESA Status | Other Status | Habitat Description  | Approximate Survey Dates | Potential to Occur On-Site  |
|---------------------------------------|------------------------------|--------------------|-----------------------|--------------|--|--------------------------|---|
|                                       |                              |                    |                       |              | riparian woodlands; less frequently in coniferous forests and open or developed habitats.  |                          | highway overpass in the City of Rocklin.  |
| Loggerhead shrike                     | <i>Lanius ludovicianus</i>   |                    |                       | BCC, CSC     | Grassland, Woodland.   | March-July               | Potential to occur - Suitable foraging habitat available on-site. Foraging documented adjacent to project area along Alder Creek.                                 |
| Bank swallow (nesting)                | <i>Riparia riparia</i>       |                    | CT                    |              | Stream banks.  | May-July                 | Absent - No suitable habitat on-site. On-site creek banks are sloping and vegetated.  |
| Grasshopper sparrow                   | <i>Ammodramus savannarum</i> |                    |                       | CSC          | Grassland.   | May-July                 | Low Potential - Fragmented grassland community represents marginal nesting habitat.   |
| Tricolored blackbird (nesting colony) | <i>Agelaius tricolor</i>     |                    |                       | BCC, CSC     | Marsh, grassland.  | April-June               | Low potential - Suitable habitat not likely within project area.  |
| <b>Mammals</b>                        |                              |                    |                       |              |  |                          |   |
| Pallid bat                            | <i>Anthrozous pallidus</i>   |                    |                       | CSC          | Deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats. Roosts in rock crevices, oak hollows, bridges, or buildings. | April-September          | Low potential – Foraging habitat on-site; however, no roosting habitat available on-site.   |
| Ringtail bat                          | <i>Bassariscus astutus</i>   |                    |                       | CFP          | Large acreages of oak woodland, riparian and other dense brush habitats with rock recesses or hollow snags for cover.                                    |                          | Low potential – Marginal habitat quality, open understory, proximity to urban Folsom, and lack of connectivity to other riparian forest or oak woodland habitats. |

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**Table 4.3-1**  
**Potentially Occurring Special-Status Species**

| Common Name              | Scientific Name                    | Federal ESA Status | California ESA Status | Other Status | Habitat Description   | Approximate Survey Dates | Potential to Occur On-Site   |
|--------------------------|------------------------------------|--------------------|-----------------------|--------------|---|--------------------------|--|
| Townsend's big-eared bat | <i>Corymorhinus townsendii</i>     |                    |                       | CSC          | Typically roosts in caves; however, colonies of <100 individuals occasionally nest in buildings or bridges. Forages in all habitats except alpine and subalpine, though most commonly in mesic forests and woodlands.   | April-September          | Low potential – Foraging habitat on-site; however, no roosting habitat available on-site.                      |
| Western mastiff bat      | <i>Eumops perotis californicus</i> |                    |                       | CSC          | Typically roost in high cliffs and rock creviced in small colonies of <100 individuals. Forages in a variety of grassland, shrub and wooded habitats including riparian and urban areas, though most commonly in open, arid lands.  |                          | Absent - Suitable habitat not present within the project area.   |
| Western red bat          | <i>Lasiurus blossevilli</i>        |                    |                       | CSC          | Roosts primarily in tree foliage, especially in cottonwood, sycamore, and other riparian trees or orchards. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging, including grasslands, shrublands, and open woodlands. | April-September          | Potential to occur - Potential to forage on-site; however, unlikely to roost due to lack of riparian woodland. |

(Continued on next page)

**Table 4.3-1**  
**Potentially Occurring Special-Status Species**

| Common Name     | Scientific Name      | Federal ESA Status | California ESA Status | Other Status | Habitat Description  | Approximate Survey Dates | Potential to Occur On-Site                             |
|-----------------|----------------------|--------------------|-----------------------|--------------|--|--------------------------|--|
| American badger | <i>Taxidea taxus</i> |                    |                       | CSC, CNDDDB  | Inhabits open uncultivated annual grasslands and in drier open shrub, forest and herbaceous habitats with friable soils. | Any season               | Low potential – Marginally suitable habitat available. |

Notes:

FE - Federal ESA listed, Endangered.  
FT - Federal ESA listed, Threatened.  
FPE - Formally Proposed for federal ESA listing as Endangered.  
FPT - Formally Proposed for federal ESA listing as Threatened.  
FPD - Listed under Federal ESA, but formally proposed for delisting.  
FD - Formally Delisted (delisted species are monitored for 5 years).  
FC - Candidate for federal ESA listing as Threatened or Endangered.  
NMFS - NOAA/NMFS species of concern.  
BCC - U. S. Fish and Wildlife Service Bird of Conservation Concern.  
CE - California ESA or Native Plant Protection Act listed, Endangered.  
CT - California ESA or Native Plant Protection Act listed, Threatened.  
CR – California ESA or Native Plant Protection Act listed, Rare.  
CC – Candidate for California ESA listing as Endangered or Threatened.  
CFP - Fish and Game Code of California Fully Protected Species (§3511-birds, §4700-mammals, §5050-reptiles/amphibians).  
X - Critical Habitat designated for this species.  
CSC - California Department of Fish and Wildlife Species of Special Concern.  
1A - California Rare Plant Rank/Presumed extirpated in California and either rare or extinct elsewhere.  
1B - California Rare Plant Rank/Rare, threatened or endangered in California and elsewhere.  
2A - California Rare Plant Rank/Presumed extirpated in California, but more common elsewhere.  
2B - California Rare Plant Rank/Rare, threatened or endangered in California, but more common elsewhere.  
3 - California Rare Plant Rank/Plants About Which More Information is Needed - A Review List.  
4 - California Rare Plant Rank/Plants of Limited Distribution - A Watch List.  
0.1 - CNPS Threat Rank/Seriously threatened in California (over 80% of occurrences threatened/high degree and immediacy of threat.  
0.2 – CNPS Threat Rank/Moderately threatened in California (20-80% of occurrences threatened/moderate degree and immediacy of threat.  
0.3 - CNPS Threat Rank/Not very threatened in California (<20% of occurrences threatened/low degree and immediacy of threat.  
CNDDDB – Species that is tracked by CDFW's Natural Diversity Database but does not have any of the above special-status designations otherwise

Source: ECORP Consulting, Inc. 2014

### Listed and Special-Status Plants

According to the Biological Resources Impact Assessment, ECORP Inc. determined that based on the habitat and elevation range of the project area, several special-status plants could be present within the project site (see Figure 4.3-2 and Table 4.3-1). These include:

- Big scale balsamroot
- Dwarf downingia
- Tuolumne button-celery
- Bogg's lake hedge hyssop
- Ahart's dwarf rush
- Legenere
- Pincushion navarretia
- Sanford's arrowhead
- Slender Orcutt grass
- Sacramento Orcutt grass

Protocol-level focused surveys for Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*), Boggs lake hedge-hyssop (*Gratiola heterosepala*), Brandegee's clarkia (*Clarkia biloba* ssp. *Brandegeae*), dwarf downingia (*Downingia pusilla*), legenere (*Legenere limosa*), pincushion navarretia (*Navarretia myersii* ssp. *Myersii*), Sacramento Orcutt grass (*Orcuttia viscida*), Sanford's arrowhead (*Sagittaria sanfordii*), slender Orcutt grass (*Orcuttia tenuis*), and Tuolumne button-celery (*Eryngium pinnatisectum*) were conducted for the project area on May 5, May 18, June 7, and June 20, 2006 and on April 27, May 1 and June 25, 2009 by Foothill Associates as part of the FPASP EIR/EIS. The aforementioned special-status plant species were not found during any of the protocol-level focused surveys that were conducted.

### Listed and Special-Status Wildlife

According to the Biological Resources Impact Assessment, several special-status wildlife species have the potential to occur within the project site (see Figure 4.3-2 and Table 4.3-1). These include:

- Vernal pool fairy shrimp
- Vernal pool tadpole shrimp
- Conservancy fairy shrimp
- Western spadefoot toad
- Western pond turtle
- White-tailed kite
- Northern harrier
- Golden eagle
- Swainson's hawk
- Modesto song sparrow
- Burrowing owl
- Loggerhead shrike
- Grasshopper sparrow
- Tricolored blackbird
- Pallid bat
- Townsend's big-eared bat
- Western red bat
- American badger

### Sensitive Natural Communities

Sensitive natural communities include those that are of special concern or that are afforded specific consideration to the CDFW, the Porter-Cologne Water Quality Control Act, and/or Section 404 of the Clean Water Act. Sensitive natural communities may be of special concern for a variety of reasons, including their locally or regionally declining status or their provision of

important habitat for common and special-status species. Many of these communities are tracked in the CDFW's California Natural Diversity Database (CNDDB).

In 2014, approximately 0.5-acre of Valley needlegrass grassland was mapped within the southern portion of the project area (see Figure 4.3-3). Valley needlegrass grassland is a community identified as sensitive by CDFW and tracked in the California Natural Diversity Database (CNDDB).

### **4.3.3 REGULATORY SETTING**

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A number of federal, State, and local policies provide the regulatory framework that guides the protection of biological resources. The following discussion summarizes the laws that are most relevant to biological resources in the vicinity of the project site.

#### **Federal Regulations**

The following are the federal environmental laws relevant to the CEQA review process for biological resources.

##### Federal Endangered Species Act

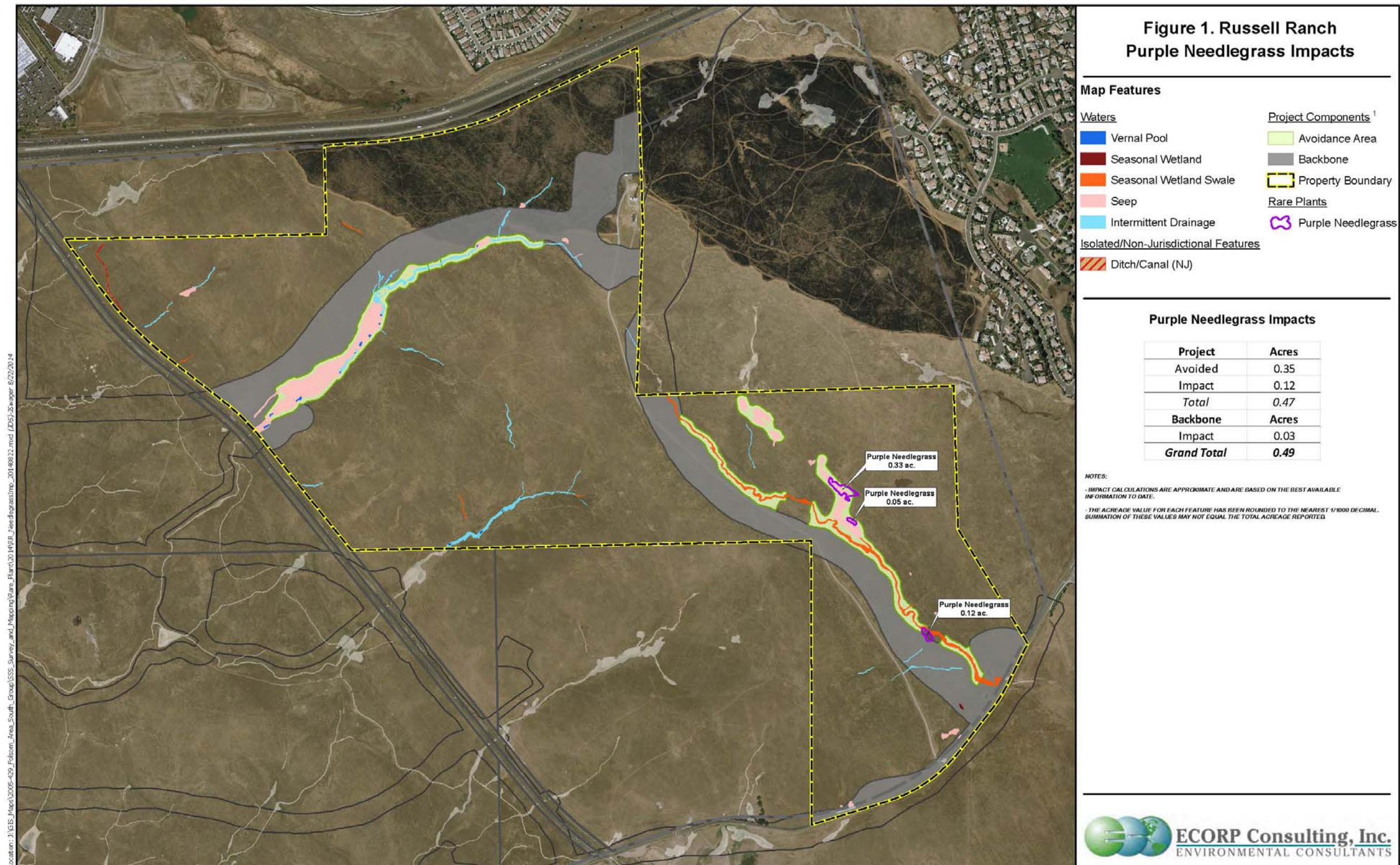
The United States Congress passed the FESA in 1973 to protect species that are endangered or threatened with extinction. The FESA is intended to operate in conjunction with the National Environmental Policy Act (NEPA) to help protect the ecosystems upon which endangered and threatened species depend.

The FESA prohibits the "take" of endangered or threatened wildlife species. "Take" is defined by 16 USC 1532, 50 C.F.R. 17.3 as harassing, harming (including significantly modifying or degrading habitat), pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species, or any attempt to engage in such conduct. Taking can result in civil or criminal penalties.

The FESA and NEPA Section 404 guidelines prohibit the issuance of wetland permits for projects that would jeopardize the existence of threatened or endangered wildlife or plant species. The USACE must consult with the United States Fish and Wildlife Service (USFWS) and National Oceanic Atmospheric Administration (NOAA) when threatened or endangered species may be affected by a proposed project to determine whether issuance of a USACE Section 404 permit would jeopardize the species.



Figure 4.3-3  
 Needlegrass within Russell Ranch Project Site





### Migratory Bird Treaty Act

Raptors (birds of prey), migratory birds, and other avian species are protected by a number of State and federal laws. The federal Migratory Bird Treaty Act (MBTA) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior. Section 3503.5 of the California Fish and Wildlife Code states, “It is unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.”

### Clean Water Act

The USACE regulates discharge of dredged or fill material into Waters of the U.S. under Section 404 of the CWA. “Discharge of fill material” is defined by 33 C.F.R §328.2[f] as the addition of fill material into Waters of the U.S., including but not limited to the following: placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; and fill for intake and outfall pipes and sub-aqueous utility lines. In addition, Section 401 of the CWA requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into Waters of the U.S. to obtain a certification that the discharge will comply with applicable effluent limitations and water quality standards.

Waters of the U.S. include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, and wet meadows. Wetlands are defined by 33 C.F.R. §328.3[b] as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.”

Jurisdictional waters of the U.S. are defined by 33 C.F.R. §328.3[e] as waters exhibiting a defined bed and bank and ordinary high water mark (OHWM). The OHWM is defined by the USACE as “that line on shore established by the fluctuations of water and indicated by physical character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.”

### **State Regulations**

The following are State environmental laws relevant to the CEQA review process for biological resources.

### California Endangered Species Act

The State of California enacted the CESA in 1984. The CESA is similar to the FESA, but pertains to State-listed endangered and threatened species. CESA requires State agencies to consult with the CDFW when preparing CEQA documents to ensure that the State lead agency

actions do not jeopardize the existence of listed species. CESA directs agencies to consult with CDFW on projects or actions that could affect listed species, directs CDFW to determine whether jeopardy would occur, and allows CDFW to identify “reasonable and prudent alternatives” to the project consistent with conserving the species. Agencies can approve a project that affects a listed species if the determination that “overriding considerations” exist; however, the agencies are prohibited from approving projects that would result in the extinction of a listed species.

The CESA prohibits the taking of State-listed endangered or threatened plant and wildlife species. CDFW exercises authority over mitigation projects involving State-listed species, including those resulting from CEQA mitigation requirements. CDFW may authorize a taking if an approved habitat management plan or management agreement that avoids or compensates for possible jeopardy is implemented. CDFW requires preparation of mitigation plans in accordance with published guidelines.

Under Section 1600–1607 of the California Fish and Game Code, CDFW regulates activities that would substantially alter the flow, bed, channel, or bank of streams and lakes. The lateral limits of CDFW’s jurisdiction are defined in the statute as the bed, channel, or bank of any river, stream, or lake designated by CDFW in which there is at any time an existing fish or wildlife resource or from which these resources derive benefit.” In practice, CDFW usually determines its lateral limit of jurisdiction to be the top of bank or the outer edge of the riparian vegetation, whichever is farther from the middle of the water body in question.

The California Fish and Game Code also provides protection for “fully protected birds”, “fully protected mammals”, “fully protected reptiles and amphibians”, and “fully protected fish”. The California Code of federal regulations (Title 14) prohibits the take of protected amphibians, protected reptiles, and protected furbearers. The CESA, which prohibits ‘take’ of State-listed endangered or threatened species, is also enforced by CDFW.

For projects resulting in significant impacts to biological resources, mitigation measures are required to minimize adverse environmental effects. Mitigation measures often include, for example, replacement of removed trees and mitigation for impacts to wetlands and/or waters. In addition, the CDFW typically requires the establishment of a buffer zone immediately adjacent to creeks and wetlands.

#### CDFW Species of Special Concern

In addition to formal listing under FESA and CESA, some plant and wildlife species receive special consideration during the CEQA process. Species that may be considered for review are included on a list of “Species of Special Concern” developed by the CDFW. CDFW tracks species in California whose numbers, reproductive success, or habitat may be threatened.

#### State Water Resources Control Board

The State Water Resources Control Board (SWRCB) administers Section 401 of the CWA. Section 401 of the CWA requires that an applicant for a Section 404 permit first obtain a

certification, or a waiver thereof, that the project will not violate applicable state water quality standards. In California, the authority to either grant certification or waive the requirement for certification has been delegated by the SWRCB to the nine regional boards, including, in the Folsom area, the CVRWQCB. A request for certification or waiver is typically, but not required to be, submitted to the regional board at the same time that the Section 404 application is filed with the USACE. The regional board has 60 days from receipt of a complete application to review and take action on the application. Because a USACE permit is not valid under the CWA unless certified by the State, the regional boards may effectively veto or add conditions to any USACE permit.

Additionally, implementation of the SWRCB National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (“General Permit”) would reduce impacts associated with erosion and runoff from construction sites. As described in more detail in the Public Services, Utilities, and Hydrology chapter of this EIR, for any construction that would disturb one or more acres of land, the “discharger” must obtain coverage under the General Permit. In order to obtain coverage under the General Permit, the discharger must undertake a risk assessment, develop a Storm Water Pollution Prevention Plan (SWPPP), implement Best Management Practices (BMPs) in accordance with the SWPPP, and comply with monitoring and reporting requirements and other management practices to prevent or reduce pollution.

#### Porter-Cologne Water Quality Control Act

The Porter–Cologne Water Quality Control Act (California Water Code, Division 7) provides the basis for water quality regulation within California. The act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface or groundwater of the State. The CVRWQCB would implement waste discharge requirements relevant to the proposed project.

#### **Local Regulations**

The following are the local environmental goals and policies relevant to the CEQA review process for biological resources.

#### City of Folsom General Plan

The following goals and policies from the City of Folsom General Plan are applicable to biological resources:

- |             |   |
|-------------|---|
| Goal 24     | To ensure that projects contain landscaping and trees that complement the City’s natural character.                                 |
| Policy 24.1 | Development projects shall contain landscaping of common or public areas, surface parking areas, and streets bordering the project. |

Policy 24.2 Prior to the granting of a building permit, a project must have an approved landscaping plan showing the location, type, and proposed maintenance of landscaping.

Policy 24.3 The developer or property owners shall be responsible for maintaining landscaping required as part of the project approval for residential developments where there are common areas, and for all commercial and industrial developments. The City will require the establishment of a landscaping maintenance district or other legally binding maintenance agreement and will reserve the power to enforce the maintenance agreement through appropriate means.

Policy 24.4 The City shall adopt a landscaping ordinance with standards for:

1. Preferred types of plants and materials.
2. Agreements to ensure the continued maintenance of landscaped areas.
3. Minimum size of trees upon planting.
4. Amount of landscaping area.

Goal 25 Wherever feasible, to preserve, acquire, rehabilitate, enhance and maintain the identified resources for the use and enjoyment of the present and future generations. The identified resources include, but are not limited to:

15. Tricolored Blackbird
16. Swainson's hawk
17. Tiger Salamander
18. Valley Elderberry Longhorn Beetle

Policy 25.3 Sensitive habitat areas and open space shall have their borders defined by public access ways, and/or shall have views from adjacent buildings oriented toward the areas.

Policy 25.4 The City shall require that a qualified biologist conduct a vegetative/wildlife field survey, and analysis prior to consideration of development, applications for projects within or adjacent to sensitive habitat areas and potential habitats for sensitive wildlife and floral species.

#### Folsom Plan Area Specific Plan

The following objectives and policies from the FPASP are applicable to biological resources:

### *Open Space*

- Objective 8.3 Preserve, conserve and enhance Alder Creek and its tributaries, associated floodplains and riparian habitat located within the boundaries of the FPASP area as well as the intermittent tributaries of Carson, Buffalo and Coyote Creeks that are located within the boundaries of the FPASP area.
- Policy 8.2 Create a preserve open space zone that will include all of the preserved wetlands and required buffers that are under the jurisdiction of the USACE.
- Policy 8.3 Create a passive open space zone that may contain limited recreation uses and facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas and limited public utilities.
- Policy 8.5 Open space areas shall incorporate sensitive FPASP area natural resources, including oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources and tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the FPASP area.
- Policy 8.9 Carefully site infrastructure, including roads, wastewater and water facilities, trailheads, equestrian trails and the like to minimize impact to the oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources and intermittent tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the FPASP area.
- Policy 8.15 All entitlements within the FPASP shall be reviewed to ensure that thirty percent of the FPASP area is maintained as natural open space to preserve oak woodlands and sensitive habitat areas.

### *Wetlands*

- Objective 10.1 Protect delineated wetlands, including but not limited to vernal pools, ponds, freshwater marshes, seasonal wetlands, seeps, perennial and intermittent creek channels and man-made ditches, per applicable federal, State, and local regulations.
- Objective 10.2 Implement a wetland mitigation and monitoring program per established State and federal standards where delineated wetland cannot be preserved.

- Policy 10.1 Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.
- Policy 10.2 Where preservation is not feasible, mitigation measures shall be carried out as specified in the FPASP EIR/EIS.
- Policy 10.3 Water quality certification based on Section 401 of the Clean Water Act shall be obtained before issuance of the Section 404 permit.
- Policy 10.4 Construction, maintenance, and monitoring of compensation wetlands shall be in accordance with requirements of the USACE, pursuant to the issuance of a Section 404 permit. Compensation wetlands may consist of one of the following:
- 10.4a - Constructed wetlands within designated open areas or corridors in the FPASP area;
  - 10.4b - Wetland credits purchases from a mitigation bank; and/or;
  - 10.4c - The purchase of land at an off-site location to preserve or construct mitigation wetlands.
- Policy 10.5 As part of the Section 404 permitting process, the project applicants shall prepare a wetland mitigation and monitoring plan (MMP). The MMP shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). The MMP shall identify participation within mitigation banks.
- Policy 10.6 Maintenance and monitoring of all compensation wetlands, whether constructed or purchased, shall be carried out by an approved monitoring agency or organization, and shall be in accordance with all federal, State, and local regulations. Monitoring shall continue for a minimum of five years from completion of mitigation or until performance standards have been met, whichever is longer.

### *Wildlife*

- Objective 10.3 Promote the preservation of habitat areas that contain special status species, and implement mitigation measures for impacts on special status species, as identified in the FPASP EIR/EIS.

- Policy 10.7 Special status vernal pool invertebrates shall be protected as required by State and federal regulatory agencies. Where protection is not feasible, vernal pool invertebrates shall be mitigated per the wetland MMP.
- Policy 10.8 Tricolored blackbird nesting colony habitat, if any, shall be protected as required by State and federal regulatory agencies.
- Policy 10.9 A Swainson's Hawk MMP shall be prepared to avoid loss of nesting areas if applicable.
- Policy 10.10 An incidental take permit shall be obtained to avoid impacts on the valley elderberry longhorn beetle, unless delisting has occurred.
- Policy 10.11 Special-status bat roosts shall be protected as required by State and federal regulatory agencies.
- Policy 10.12 The Sacramento-Yolo Mosquito and Vector Control District will provide year-round mosquito and vector control in accordance with State regulations and its Mosquito Management Plan.

### **Other Statutes, Codes, and Policies Affording Limited Species Protection**

#### California Native Plant Society

CNPS maintains the Inventory of Rare and Endangered Plants of California, which provides a list of plant species native to California that are threatened with extinction, have limited distributions, and/or low populations. Plant species meeting one of these criteria are assigned to one of six California Rare Plant Ranks (CRPR). The rank system was developed in collaboration with government, academia, non-governmental organizations, and private sector botanists, and is jointly managed by the CDFW and the CNPS. The ranks are currently recognized in the California Natural Diversity Database (CNDDDB). The following are definitions of the CNPS CRPR:

- CRPR 1A - Presumed extirpated in California and either rare or extinct elsewhere;
- CRPR 1B - Rare, threatened, or endangered in California and elsewhere;
- CRPR 2A - Presumed extirpated in California, but more common elsewhere;
- CRPR 2B - Rare, threatened, or endangered in California but more common elsewhere;
- CRPR 3 - A review list of plants about which more information is needed; and
- CRPR 4 - A watch list of plants of limited distribution.

Depending on the policy of the lead agency, substantial impacts to plants listed as CRPR 1A, 1B, or 2 (regardless of threat rank) are typically considered significant under CEQA Guidelines Section 15380. For CRPR 3 and 4 species (regardless of threat rank), significance under CEQA is typically evaluated if the lead agency has determined those plants to be of local significance or



regional importance. Such plants may be identified in local Habitat Conservation Plans (HCP) or City and County General Plans. For purposes of this document, the relevant inventories are CRPR 1A, 1B, 2A and 2B.

#### **4.3.4 IMPACTS AND MITIGATION MEASURES**

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The standards of significance and methodology utilized to analyze and determine the proposed project's potential project-specific and cumulative impacts are described below. The standards are based on policies of the City of Folsom and other responsible agencies. In addition, a discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

##### **Standards of Significance**

Consistent with Appendix G of the CEQA Guidelines, the City's General Plan, and professional judgment, a significant impact would occur if the proposed project would result in any of the following:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS;
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to marshes, vernal pools, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; or
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

It should be noted that, as presented in the Introduction to Analysis chapter of this EIR, the Initial Study prepared for the proposed project (see Appendix C) determined that development of the proposed project would result in no impact related to the following:

Conflict with the provisions of an adopted HCP, Natural Community Conservation Plan (NCCP), or other local, regional, or State habitat conservation plan.

Accordingly, impacts related to an HCP/NCCP are not further analyzed or discussed in this EIR chapter.

## Method of Analysis

The analysis of impacts on biological resources from implementation of the proposed project is based on the Biological Resources Impact Assessment report prepared for the proposed project by ECORP Consulting, Inc. in December 2014. The Biological Resources Impact Assessment was based on a Purple Needlegrass Survey conducted by ECORP Consulting, Inc. on July 29, 2014, review of existing biological resources documented on or near the project area, and information obtained from the FPASP and the FPASP EIR/EIS, where stated. The existing biological resources include a Swainson's Hawk Mitigation Plan prepared in 2014 and protocol-level focused surveys conducted in 2006 and 2009 by Foothill Associates as part of the FPASP EIR/EIS. All biological resources are analyzed at project level detail based on the proposed project's land use and Vesting Tentative Subdivision Maps.

## Project-Specific Impacts and Mitigation Measures

The following discussion of biological resources impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

### **4.3-1 Special-status plant species. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.**

Loss of suitable habitat as a result of project development could result in direct removal or mortality of special-status plants, if they are present. Project development could also result in indirect impacts on special-status plants such as those caused by pollutants transported by urban runoff and other means, changes in vegetation as a result of changes in land use and management practices, altered hydrology from the construction of adjacent residential development and roadways, habitat fragmentation, and the introduction of invasive species or noxious weeds from surrounding development.

As stated above, protocol-level focused surveys for special-status plants have been conducted for the entire project area as part of the FPASP (Foothill 2006 and 2009). The surveys focused on the following special-status plant species: Ahart's dwarf rush Boggs lake hedge-hyssop, Boggs lake hedge-hyssop, Brandegee's clarkia, dwarf downingia, legenere, pincushion navarretia, Sacramento Orcutt grass, Sanford's arrowhead, slender Orcutt grass, and Tuolumne button-celery. Special-status plant species were not found during the 2006 surveys and the 2009 surveys conducted by Foothill Associates (Foothill 2006 and 2009).

Special-status plant species could establish in the project area in future years; however, it is highly unlikely as surveys conducted over a six-year span did not find any special-status plants (Foothill 2006 and 2009). Furthermore, because suitable habitat occurs on-site for special-status plants, a potential exists for special-status plants to colonize within the project area prior to project development. Typical protocol recommends special-status plant surveys to be conducted every three years and CDFW and USFWS require additional special-status plant surveys be conducted for the project area if sufficient time

has passed since the last survey. Due to the amount of time that has passed since the last plant survey was completed, a plant survey is expected to be required for the proposed project. Thus, direct and indirect impacts on special-status plant species are considered *potentially significant*. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts to special-status plant species as the approved FPASP.

Project-Specific Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

4.3-1 *Prior to the initiation of construction activities, the applicant shall retain a qualified biologist/botanist to consult with the appropriate regulatory agencies (CDFW and USFWS) to determine if additional plant surveys are required. Written results of the consultation efforts shall be provided to the Folsom Community Development Department. If the regulatory agencies (CDFW and USFWS) determine additional plant surveys are required, the following shall be implemented:*

- The project applicant shall retain a qualified botanist to conduct protocol-level preconstruction special-status plant surveys for all potentially occurring species in all areas that have not previously been surveyed for special-status plants. If special-status plants are not found during focused surveys, the botanist shall document the findings in a letter report to USFWS, CDFW and, the City of Folsom, and no further mitigation shall be required.*
- If special-status plant populations are found, the project applicant shall consult with CDFW and USFWS, as appropriate, depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.*
- If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to the City of Folsom for review and approval. It shall be submitted concurrently to CDFW or USFWS, as appropriate, depending on species status, for review and comment. The plan shall require maintaining viable plant populations on-site*

*and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced off-site.*

- If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.*
- If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation of long term viable populations.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.3-2 Federally-listed vernal pool invertebrates. Based on the analysis below, the impact is less than significant.**

The project area contains vernal pools, seasonal wetlands, and seasonal wetland swales that are considered potential habitat for vernal pool fairy shrimp, Conservancy fairy shrimp and vernal pool tadpole shrimp. Vernal pool tadpole shrimp and conservancy fairy shrimp are federally-listed as endangered, and vernal pool fairy shrimp is federally-listed as threatened.

Protocol-level surveys for vernal pool crustaceans (vernal pool fairy shrimp, Conservancy fairy shrimp, and vernal pool tadpole shrimp) (2007 wet season survey, 2008 dry season survey, and 2009 wet season survey) have been conducted for the project area as part of the FPASP by Foothill Associates and EcoAnalysts, Inc. Listed invertebrate species were not found during both of the wet season surveys (Foothill 2007 and 2009). In addition, listed or non-listed shrimp eggs were not recovered from the dry season soil samples (EcoAnalysts 2008). USFWS, in its Biological Opinion (BO) for the entire FPASP, concurred with the conclusions of the surveys and concluded that the FPASP (which includes the Russell Ranch project area) would not directly impact vernal pool crustaceans (USFWS 2014).

Implementation of the project, including the backbone infrastructure within the project area, would permanently remove approximately 0.55 acre of potential habitat for special-status vernal pool crustaceans, which includes approximately 0.031 acre of vernal pools (0.016 acre of impacts from the backbone infrastructure), 0.016 acre of seasonal wetland (all impacts from the backbone infrastructure) and 0.503 acre of seasonal wetland swale (0.232 acre of impacts from the backbone infrastructure) (Figure 4.3-1). However, as stated in the BO, development of the project area, including impacts to vernal pool, seasonal wetland, and seasonal wetland swale habitat, would not directly impact vernal pool crustaceans (USFWS 2014).

Although there is potential for vernal pool crustaceans to occur within adjacent wetland habitats, vernal pool crustaceans have not been documented within properties surrounding the project area following protocol-level surveys for vernal pool crustaceans on all potential habitat. Therefore, vernal pool crustaceans would not be indirectly affected by project activities that occur adjacent to the wetland habitats surrounding the project area. In addition, construction associated with development of the proposed project is not anticipated to disrupt or eliminate hydrologic and biological connectivity that is important to support wetlands and associated wildlife species. As a result, the proposed project would not result in direct or indirect effects on vernal pool crustaceans as determined by the BO, and impacts to vernal pool crustaceans would be considered ***less than significant***. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts to vernal pool crustaceans as the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.3-3 Western spadefoot toad. Based on the analysis below and with the implementation of mitigation, the impact is *less than significant*.**

Western spadefoot toad surveys have not been conducted for the project area. Western spadefoot toad are known to occur in Mather Regional Park, more than five miles from the project area. Focused surveys for Western spadefoot toad were conducted in April 2006, on approximately 40 percent of the FPASP, and were not detected (Folsom and USACE, 2010). The aquatic habitats surveyed were determined to be unsuitable for Western spadefoot toad due to the abundance of predatory bullfrogs. Although habitat conditions may not be suitable for successful reproduction of Western spadefoot toad, the species may be present in vernal pools or other seasonal wetlands within the FPASP; and therefore within the project area. Implementation of the project, including the backbone infrastructure within the project area, would permanently remove approximately 0.55-acre of potential habitat for Western spadefoot toad. However, as stated above, the habitat

is likely not suitable for successful reproduction. Western spadefoot toad, if they occur within the project area, could be indirectly affected by an increase in vehicular traffic on the site, which could result in mortality during dispersal or seasonal movements between aquatic and upland habitats. As a result, direct and indirect impacts to Western spadefoot toad are considered ***potentially significant***. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts to Western spadefoot toad as the approved FPASP.

Project-Specific Mitigation Measure(s)

Implementation of the below mitigation measures would reduce the proposed project's potential impact during construction and operation to Western spadefoot toad to a *less-than-significant* level.

4.3-3(a)      *Conduct Environmental Awareness Training for Construction Employees*

*Prior to initiation of construction activities, the project applicant shall employ a qualified biologist to conduct environmental awareness training for construction employees. The training will describe the importance of on-site biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist will also explain the importance of other responsibilities related to the protection of wildlife during construction, such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.*

*The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by state and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.*

4.3-3(b)      *Conduct Preconstruction Western Spadefoot Toad Survey*

*The project applicant shall retain a qualified biologist to conduct a preconstruction survey for Western spadefoot toad within 48 hours of the initiation of construction activities for each phase of development. The*

*preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no Western spadefoot toad individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required.*

*If Western spadefoot toad individuals are found, the qualified biologist shall consult with CDFW to determine appropriate avoidance measures. Mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.3-4 Western pond turtle. Based on the analysis below and with the implementation of mitigation, the impact is *less than significant*.**

Suitable habitat for Western pond turtle occurs in intermittent tributaries to Alder Creek within the project area; however, these drainages provide marginally suitable habitat as they are dry most of the year. Implementation of the project would fill approximately 1.188 acres of USACE jurisdictional intermittent drainages (0.275-acre of impacts from the backbone infrastructure) within the project area. Although the drainages provide marginally suitable habitat, a potential still remains for western pond turtles to occur within the intermittent tributaries, such that turtles could be impacted during discharge of fill within the 1.188 acres of on-site jurisdictional waters. Thus, direct and indirect impacts to Western pond turtle are considered ***potentially significant***. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts to Western pond turtle as the approved FPASP.

Project-Specific Mitigation Measure(s)

Implementation of the below mitigation measure would reduce the proposed project's potential impact during construction to Western pond turtle to a *less-than-significant* level.

**4.3-4**      *The project applicant(s), shall retain a qualified biologist to conduct preconstruction survey for Western pond turtle within 48 hours of the initiation of construction activities for each phase of development. The preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no western pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required. If western pond turtles are found, the*

*qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.3-5 Swainson's hawk foraging and nesting habitat. Based on the analysis below and with the implementation of mitigation, the impact is *less than significant*.**

According to ECORP Consulting, Inc., Swainson's hawk, a species listed by the State as Threatened, is one of several raptors that are likely to forage within the project site; however, nesting habitat for Swainson's hawk (and other raptors) is highly marginal within the project site. Implementation of the project would have an adverse effect on marginal nesting and foraging habitat for Swainson's hawk. A Swainson's hawk habitat evaluation survey was conducted by Foothill Associates on June 9 and 10, 2014 as part of the FPASP. Three cottonwood trees (*Populus ssp.*) occur within the project site and provide marginal suitable nesting habitat for Swainson's hawk. The 421.28 acres of grassland habitat present within the project site is considered foraging habitat for Swainson's hawk. Approximately 409.69 acres of grassland habitat would be directly impacted by the project. The grading, paving, and development in the project footprint could indirectly affect Swainson's hawk nesting and foraging by removing trees and reducing the population of the small mammal prey base over the entire project site through conversion of natural vegetation cover.

In accordance with the FPASP EIR/EIS, a Swainson's Hawk Mitigation Plan is in the process of being prepared for the Russell Ranch project. As a consequence of direct loss of nesting and foraging habitat and indirect effects to nest success and foraging habitat quality, implementation of the project could eventually lead to the permanent displacement of Swainson's hawk from the project area. Therefore, the project would result in *potentially significant* direct and indirect impacts on Swainson's hawk. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts to Swainson's hawk as the approved FPASP.

Project-Specific Mitigation Measure(s)

Implementation of mitigation measures 4.3-5(a) and (b) would reduce the proposed project's potential impact to Swainson's hawk nesting and foraging habitat to a *less-than-significant* level.

*Swainson's Hawk Nesting Habitat*

- 4.3-5(a) *To mitigate impacts on Swainson's hawk a qualified biologist shall be retained to conduct preconstruction surveys and to identify active nests on and within 0.5-mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable)*



*and no less than 14 days and no more than 30 days before the beginning of construction. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.*

*If active nests are found, impacts on nesting Swainson's hawks shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.*

#### *Swainson's Hawk Foraging Habitat*

- 4.3-5(b) *To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) shall identify permanent impacts to foraging habitat and prepare and implement a Swainson's hawk mitigation plan, including but not limited to the requirements described below.*

*Before the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the project applicant shall secure suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with CDFW and a qualified biologist.*

*The 1:1 habitat value (or other agreed-upon ratio) shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California. Such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County. The City, after consultation with CDFW, will determine the appropriateness of the mitigation land.*

*The project applicant shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with CDFW. After consultation with CDFW and the Conservation Operator, the City shall approve the content and form of the conservation easement. The City, CDFW, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.*

*After consultation with the City, The project applicant, CDFW, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW.*

*If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and CDFW. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.3-6 Burrowing owl. Based on the analysis below and with the implementation of mitigation, the impact is less than significant.**

The 421.28 acres of grassland habitat present within the project area could be used for nesting by burrowing owl. Approximately 409.69 acres of grassland habitat (68.39 acres of impact from the backbone infrastructure) would be directly impacted by the project.

The grading, paving, and development in the project footprint could indirectly affect nesting through conversion of natural vegetation cover. Implementation of the project would result in permanent impacts and temporary impacts (grading around roads and infrastructure) to grassland habitat present within the project area. Thus, the project would result in *potentially significant* direct and indirect impacts to burrowing owl. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts to burrowing owl as the approved FPASP.

Project-Specific Mitigation Measure(s)

Implementation of the below mitigation measures would reduce impacts to burrowing owl to a *less-than-significant* level.

- 4.3-6(a) *A qualified biologist shall be retained by the project applicant to conduct a preconstruction survey to identify active burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).*
- 4.3-6(b) *If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with CDFW. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrowing owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.3-7 Tricolored blackbird. Based on the analysis below and with the implementation of mitigation, the impact is *less than significant*.**

Nesting habitat for tricolored blackbird does not occur within the project area; however, suitable nesting habitat occurs south of White Rock Road, within 500 feet of the project area. Tricolored blackbirds nest in colonies of hundreds to tens of thousands of individuals. Nesting colonies will often occur in the same location over many years, but colonies may also shift locations if nest failure occurs.

An abundant insect source near the nesting colony is an important habitat component and nesting colonies are often associated with dairies, feedlots, or wastewater treatment ponds. Several tricolored blackbird colonies are known from within five miles of the project area (Folsom and USACE 2010, CDFW 2014). Because suitable nesting habitat occurs within 500 feet of the project area, construction activity within the project area could disturb nesting tricolored blackbirds if an active tricolored blackbird nesting colony were to be present during ground-disturbing activities. Disturbance during construction could result in nest abandonment and loss of eggs or young. Although the project would not directly impact tricolored blackbird nesting habitat, indirect impacts could occur due to the location of suitable nesting habitat within the 500 feet of the project area. Thus, the project would have no direct impact, but would be considered to have a ***potentially significant*** indirect impact. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts to tricolored blackbird as the approved FPASP.

Project-Specific Mitigation Measure(s)

Implementation of the below mitigation measure would reduce the proposed project's potential indirect construction impact to tricolored blackbird nesting colonies to a *less-than-significant* level.

4.3-7 *A qualified biologist shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.*

*If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.3-8 Other raptors and migratory birds. Based on the analysis below and with the implementation of mitigation, the impact is *less than significant*.**

In addition to Swainson's hawk and Western burrowing owl, other protected raptors could nest on the project site, within suitable habitats. Northern harrier, a California

Species of Special Concern, has been documented foraging within the FPASP, and this ground-nesting bird has potential to occur in the project area (Folsom and USACE 2010). White-tailed kite, which is a Fully Protected species under the California Fish and Game Code, is also expected to nest and forage within the project area. While golden eagle, a California Species of Special Concern, has nested within the project vicinity, approximately 1 mile north of US 50, along Sacramento/El Dorado County line, suitable nesting habitat does not occur on the project site for this species. Golden eagle, however, may forage on the project site. Other common raptors that could nest within the project area include Cooper's hawk, American kestrel, red-tailed hawk, red-shouldered hawk, Western screech-owl, great horned owl, and barn owl. All raptors and their nests are protected under Section 3503.5 of the California Fish and Game Code.

Other nesting birds have potential to occur within the project area. Grassland habitat within the project area provides suitable nesting habitat for grasshopper sparrow and other ground-nesting migratory birds, such as western meadow lark. Grassland habitat also provides suitable foraging habitat for loggerhead shrike. Individuals of this species may nest within the project area. While a potential loss of a few individuals is not likely to result in a substantial effect on their populations, if nesting individuals are present during construction, adverse impacts to individuals could occur. Thus, direct and indirect impacts to these species resulting from project implementation are considered ***potentially significant***. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts to raptors and migratory birds as the approved FPASP.

#### Project-Specific Mitigation Measure(s)

Implementation of the below mitigation measures would reduce the proposed project's potential indirect and direct impacts to nesting raptors and other nesting migratory birds to a *less-than-significant* level.

#### *Nesting Raptors*

4.3-8(a) *To mitigate impacts on nesting raptors, a qualified biologist shall be retained to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development.*

*If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a*

*qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.*

#### *Other Nesting Special-Status and Migratory Birds*

4.3-8(b) *A qualified biologist shall conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31). The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site.*

*If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.*

#### FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

#### **4.3-9 Special-status bats. Based on the analysis below, the impact is *less than significant*.**

Several special-status bat species have potential to occur within the vicinity of the project area, including pallid bat, Townsend's big-eared bat, Western mastiff bat, and Western red bat. These species may forage over open grassland areas; however, roosting habitat is typically a limiting factor to bat distribution. Western mastiff bat is unlikely to roost on-site due to habitat preference to use tall cliffs and rocks, which are absent from the site. Western red bats are found primarily in riparian and wooded habitats. This species roosts in the foliage of trees that are often on the edge of habitats adjacent to streams (Pierson et.al. 2000), especially in cottonwoods, sycamore, and other broad-leaved deciduous riparian trees (Folsom and USACE 2010). This habitat is also absent from the site. In addition, mine shafts are not located within the project area that could provide potential roosting habitat for pallid bat, Townsend's big-eared bat, or other common bat species. Thus, there is no potential roosting habitat on-site for bat species. As a result, the proposed project would have a ***less-than-significant*** impact to special-status bat species. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts to special-status bat species as the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.3-10 American badger. Based on the analysis below and with the implementation of mitigation, the impact is *less than significant*.**

The American badger is a wide-ranging species that uses grassland and oak woodland habitats. American badger has been documented adjacent to the project area by Matus (Folsom and USACE 2010), and the project site provides suitable foraging and denning habitat for the species. It is unknown if the species currently occurs within the project area. Although implementation of the project would result in loss of habitat for American badger, suitable foraging and denning habitats exist in the areas adjacent to the project. Notwithstanding this, should badger burrow on-site, within proposed development areas, prior to construction, individuals could be impacted as a result of the project. This is considered a *potentially significant* impact. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts to American badger as the approved FPASP.

Project-Specific Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the proposed project's potential impact during construction to American badger to a *less-than-significant* level.

- 4.3-10      *The project applicant(s) shall retain a qualified biologist to conduct preconstruction American badger burrow surveys within 48 hours of the initiation of construction activity. If no American badger burrows are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required. If potential American badger burrows are found, the qualified biologist shall consult with CDFW to determine appropriate measures.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.3-11 Riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service or federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.). Based on the analysis below and with the implementation of mitigation, the impact is *less than significant*.**

Waters of the U.S., including Wetlands and Waters of the State

Implementation of the project would result in direct impacts from the loss of Waters of the U.S. resulting from the placement of fill material into approximately 2.416 acres of federally jurisdictional Waters of the U.S., including wetlands. Waters of the U.S. that would be filled consist of 0.031 acres of vernal pools, 0.016 acres of seasonal wetland, 0.503 acres of seasonal wetland swales, 0.679 acres of freshwater seeps, and 1.188 acres of intermittent drainage channel. In addition, 0.087 acres of non-jurisdictional ditch/canal would also be filled by the project. Though the placement of fill material into ditch/canal waters does not require a permit from USACE under Section 404 of the CWA, they are considered Waters of the State subject to the jurisdiction of the Central Valley RWQCB under the Porter-Cologne Act. The conversion of all of the aforementioned Waters of the U.S. to uplands from the placement of fill material would result in a complete loss of the functions of the Waters of the U.S. It should be noted that the aforementioned acreages include the total impacted wetland acreage within the project site, including the wetlands impacted by the proposed project, as well as by implementation of the backbone infrastructure for the FPASP area within the project site.

Other Natural Communities

Annual grassland covers the majority of the project site and is characterized by a dense cover of non-native annual grasses interspersed with numerous species of non-native annual forbs and native wildflowers. Small inclusions of Valley needlegrass grassland are present within the project site, interspersed within the annual grassland community.

Purple needlegrass surveys were conducted for the project site on June 9 and 10, 2014 by Foothill Associates, and Valley needlegrass grassland surveys were conducted on 29 July 2014 by ECORP Consulting, Inc. Approximately 0.5 acres of Valley needlegrass grassland was identified within the project site within the southern portion of the site. The loss and degradation of Valley needlegrass grassland that would occur with project implementation constitutes an adverse effect on a sensitive natural community regulated by CDFW under Section 1602 of the California Fish and Game Code.

Conclusion

Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts to riparian habitat, seasonal wetlands, vernal pools, or other natural



communities as the approved FPASP. The loss and degradation of USACE jurisdictional vernal pools and other wetland habitats and other Waters of the U.S. (e.g. drainage channels) that would occur with project implementation constitutes a substantial adverse effect on federally jurisdictional Waters of the U.S., including wetlands, as defined by Section 404 of the CWA. Removal of 0.087 acre of non USACE jurisdictional wetlands in the project site constitutes an adverse effect on Waters of the State subject to Central Valley RWQCB jurisdiction. In addition, project development would result in the loss and degradation of Valley needlegrass grassland within the project site. As a result, the implementation of the proposed project would have a **potentially significant** impact to any riparian habitat, seasonal wetlands, vernal pools, or other natural communities.

Project-Specific Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

*Clean Water Act Sections 401 and 404 Permits*

4.3-11(a) *Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the project applicant shall secure all necessary permits obtained under Sections 401 and 404 of the CWA or the State's Porter-Cologne Act and implement all permit conditions for the proposed project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet of Waters of the U.S. or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet of any other Waters of the U.S. or wetland habitats, including Waters of the State. The project applicant shall adhere to all conditions outlined in the permits. The project applicant shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes.*

*All mitigation requirements to satisfy the requirements of the City and the Central Valley RWQCB, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of USACE, shall be determined and implemented before grading plans are approved.*

*A water quality certification pursuant to Section 401 of the CWA is required before issuance of the record of decision and before issuance of*

*the Section 404 permit. Before construction in any areas containing wetland features, the project applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.*

#### *Master Streambed Alteration Agreement*

- 4.3-11(b) *The project applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from CDFW for all construction activities that would occur in the bed and bank of CDFW jurisdictional features within the project site. As outlined in the Master Streambed Alteration Agreement, the project applicant shall submit a Sub-notification Form (SNF) to CDFW 60 days prior to the commencement of construction to notify CDFW of the project.*

*Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to CDFW jurisdiction. The agreement shall be executed by the project applicant and CDFW before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under CDFW jurisdiction.*

#### *Valley Needlegrass*

- 4.3-11(c) *The following measures shall be implemented to mitigate for losses of valley needlegrass grassland:*

- *Prior to ground-breaking activities, high visibility construction fencing should be placed around all Valley needlegrass grassland to be preserved. The construction fencing should not be removed until completion of construction activities.*
- *All Valley needlegrass grassland areas slated for removal should be replaced at a 1:1 acreage on-site within the preserve areas.*
- *Needlegrass plants in areas slated for removal should be salvaged, to the extent feasible, and replanted within the preserve areas. If this is infeasible, then seedlings/saplings from a local nursery should be obtained.*
- *A mitigation plan outlining methods to be used, success criteria to be met, and adaptive management strategies will be completed prior to project construction. At a minimum, unless agreed upon otherwise with regulatory agencies, the Valley needlegrass grassland creation areas shall be monitored twice annually for the first year and once annually for the four subsequent years for a total of five years; success criteria shall be established to ensure*

*an 80 percent success rate is met by the fifth year, and adaptive management techniques shall be implemented to ensure that the 80 percent success rate is met by the fifth year or as otherwise agreed upon in consultation with CDFW. This plan may be combined with the Operations and Management Plan for the open space preserves.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.3-12 Movement of native, resident, or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. Based on the analysis below, this impact is *less than significant*.**

Wildlife corridors are features that provide connections between two or more areas of habitat that would otherwise be isolated and unusable. Often drainages, creeks, or riparian areas are used by wildlife as movement corridors as these features can provide cover and access across a landscape. Alder Creek flows northwesterly from White Rock Road to Prairie City Road within the FPASP. However, the Alder Creek corridor is not located within the project site and other drainage features within the project site do not support sufficient riparian vegetation cover to provide valuable movement corridors. Annual grassland habitat present to the south of the FPASP is currently used as rangeland and would remain undeveloped in the foreseeable future based on zoning under the Sacramento County General Plan.

Due to the existing residential development in El Dorado County to the east and southeast of the project site, as well as White Rock Road to the south of the project site, the likelihood of wildlife species using the area as a migratory corridor is low. Although migratory wildlife would not be anticipated to utilize the project site, the adjacent open space to the south of the project site and the Alder Creek corridor, in conjunction with the preserved open spaces within the project site, would provide adequate opportunities for wildlife to avoid the proposed development areas.

Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts on wildlife movement as the approved FPASP. Development currently exists to the north and east of the project site. Regionally common wildlife species, such as coyote, fox, raccoon, skunk, and possum, are expected to continue to use the Alder Creek corridor after development of the project site. Therefore, direct and indirect impacts on wildlife movement from the development of the project are considered *less than significant*.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.3-13 Conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Based on the analysis below, this impact is less than significant.**

A tree survey was conducted on the project site by Foothill Associates on January 27, 2014 in compliance with the City of Folsom Tree Preservation Ordinance. The City of Folsom Tree Preservation Ordinance (Chapter 12.16 of the Municipal Code) regulates the removal of street trees and native oak trees and the encroachment of construction activities within their driplines; however, the Ordinance only applies to street trees and native oak trees. According to the tree survey, the project site does not contain native oak trees or street trees; however, the project site does contain four Fremont cottonwoods (*Populus fremontii*), six red willows (*Salix laevigata*) and one black willow (*Salix gooddingii*). The majority of the existing on-site trees are located in proposed Open Space areas and would remain during and after project construction, with the exception of one black willow located near the southern edge of the project site per the Conceptual Grading Plan. Because the existing on-site trees are not protected by the City, mitigation or permits from the City are not required for the removal of any on-site trees. As a result, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and a ***less than significant*** impact would occur. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts related to local policies or ordinances protecting biological resources as the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**Cumulative Impacts and Mitigation Measures**

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the City's General Plan, as well as development of the most recent planned land uses within the vicinity of the project area, including the FPASP.

**4.3-14 Cumulative loss of biological resources. Based on the analysis below, the project's incremental contribution to a cumulative impact is *less than significant*.**

The Russell Ranch Project is part of the long-term build out of the FPASP. Several large-scale development projects are in the general vicinity of the project, including western El Dorado County, eastern Sacramento County and the City of Folsom. Planned and proposed projects within El Dorado County, Sacramento County, and the City of Folsom are anticipated to have substantial cumulative losses of biological resources. The planned and proposed development projects in the surrounding area would be required to implement project-specific mitigation measures to mitigate incremental impacts to biological resources.

The Russell Ranch Project would contribute to the regional loss of aquatic habitats that support special-status species, which could contribute to the incremental decline of these species. In addition, the Russell Ranch Project would result in the regional loss of annual grassland, which provides foraging habitat for raptors and wildlife species, and potential nesting habitat for burrowing owl.

When viewed in the larger context, the “cumulative impact” of multiple projects (Russell Ranch, FPASP, etc.) will be significant. As such, the FPASP EIR/EIS concluded that cumulative impacts to biological resources would be significant and unavoidable. For the Russell Ranch project alone, the incremental contribution to that cumulative impact from the Russell Ranch project will not itself be “cumulatively considerable.” CEQA Guidelines section 15064, subdivision (h)(5), states that “[t]he mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.” Thus, it is not necessarily true that, even where cumulative impacts are significant, any level of incremental contribution must be deemed cumulatively considerable. (*Communities for a Better Environment, supra*, 103 Cal.App.4th at p. 120.)

Impacts would be reduced through designation of open space preserves within the FPASP. The FPASP, as a whole, includes approximately 1,000 acres of open space preserve, and the majority of aquatic habitat on-site would be preserved in designated open space preserves. Russell Ranch includes approximately 18.95 acres of preserved area within the project site, which includes approximately 7.051 acres of Waters of the U.S., including wetlands, and approximately 11.60 acres of grassland. The preserved areas within the FPASP would include the Alder Creek corridor located in the northwestern portion of the FPASP. The designation of open space areas to preserve aquatic and blue oak woodland habitats would support special-status species on-site and in the vicinity of the FPASP. Preservation of aquatic habitats on-site would contribute to reducing the FPASP’s contribution, including the Russell Ranch Project, to regional cumulative loss of biological resources. As the proposed project would include more open space areas than what is currently anticipated for the site per the FPASP, the proposed project’s cumulative contribution towards cumulative impacts to biological resources would be less than what would occur from buildout of the site per the FPASP.

The individual property owners (project applicants) within the FPASP, including the Russell Ranch Project, would be responsible for implementing project-specific mitigation measures to reduce impacts to biological resources. As discussed above, all potentially significant impacts to biological resources for the Russell Ranch Project can be mitigated to a less-than-significant level. As part of the required mitigation, all impacts to wetlands and Waters of the U.S. must be compensated for through on-site preservation and purchasing of off-site mitigation bank credits. The Russell Ranch Project would compensate for all impacts to wetlands and Waters of the U.S. through purchasing of off-site mitigation bank credits at ratios designated by the USACE. In addition, the mitigation measures required herein would reduce the project's impacts to special-status species to a less-than-significant level.

As stated above, the several planned projects within the region, including the FPASP, would contribute to a significant cumulative loss of biological resources. However, the Russell Ranch Project incorporates a combination of habitat preservation and project-specific mitigation to reduce all impacts to biological resources to a less-than-significant level. As a result, the project's incremental contribution to the cumulative biological impact related to increasing urbanization would not be cumulatively considerable. This is considered a *less-than-significant* impact.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

## Endnotes

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<sup>1</sup> ECORP Consulting, Inc. *Biological Resources Impact Assessment*. December 2014.

<sup>2</sup> Foothill Associates. *Tree Survey Letter re: Russell-Promontory Property Tree Survey*. February 7, 2014.

<sup>3</sup> City of Folsom. *Folsom Plan Area Specific Plan*. June 28, 2011.

<sup>4</sup> City of Folsom. *Folsom South of U.S. 50 Specific Plan Project Public Final EIR/EIS*. May 2011.

<sup>5</sup> City of Folsom. *City of Folsom General Plan*. January 1993.

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#### 4.4. CULTURAL RESOURCES

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## 4.4

## CULTURAL RESOURCES

### 4.4.1 INTRODUCTION

The Cultural Resources chapter of the EIR addresses known prehistoric, historic, and paleontological resources in the project vicinity and the potential for unknown resources to exist. Cultural resources can be categorized into prehistoric, historic, or paleontological resources. Prehistoric resources are those sites and artifacts associated with indigenous, non-Euroamerican populations, generally prior to contact with people of European descent. Historic resources include structures, features, artifacts, and sites that date from Euroamerican settlement of the region. Paleontological resources are fossilized remains of non-human organisms. The analysis summarizes the existing setting and briefly describes the potential effects to cultural resources. The analysis will both identify the thresholds of significance used to determine possible impacts associated with the project, and if necessary, develop mitigation measures that would be necessary to reduce impacts to a less-than-significant level. It should be noted that, within this chapter, “project site” is used to refer to the entire project area. Information for this chapter was drawn from the *City of Folsom General Plan*,<sup>1</sup> the *Folsom Plan Area Specific Plan*<sup>2</sup> and associated EIR/EIS<sup>3</sup>, and the *Cultural Resources Impact Assessment* prepared for the project site by ECORP Consulting, Inc. (see Appendix G).<sup>4</sup>

### 4.4.2 EXISTING ENVIRONMENTAL SETTING

The 429.7-acre project site is located on a hillside covered by annual grasslands, comprised of hillside slopes, hilltops, valleys, and seasonal drainage tributaries of Alder and Carson Creeks. The site has been historically used for cattle grazing; and four existing telecommunication facilities are located on the northeastern hilltop of the site. The following environmental setting discussion for the project site consists of the prehistoric, historic, and paleontological context for the site, and an overview of any existing cultural resources in the project area.

#### **Prehistoric and Historic Resources**

The following section discusses the prehistoric and historical periods as identified in the Cultural Resources Impact Assessment prepared by ECORP Consulting, Inc.

#### Prehistoric and Native American Context

The archaeological record indicates that between approximately 10,000 and 8,000 years before the present (BP), a predominantly hunting economy existed in the project region, which was characterized by archaeological sites containing numerous projectile points and butchered large animal bones. Although small animal bones and plant grinding tools are rarely found within archaeological sites of the period between 10,000 and 8,000 BP, small game and floral foods were probably exploited on a limited basis. A lack of deep cultural deposits from the



aforementioned time period suggests that groups included only small numbers of individuals who did not often stay in one place for extended periods. In contrast to the period between 10,000 and 8,000 BP, a shift in focus from hunting towards a greater reliance on plant resources occurred around 8,000 BP. Archaeological evidence of the trend consists of a much greater number of milling tools (e.g., metates and manos) for processing seeds and other vegetable matter. The period of greater reliance on plant resources around 8,000 BP, which extended until around 5,000 BP, is sometimes referred to as the “Millingstone Horizon”. Evidence from archaeological sites dating from approximately 5,000 BP indicates a continuation from the previous period of reliance on both plant gathering and hunting, with more specialized adaptation to particular environments. Mortars and pestles were added to metates and manos for grinding seeds and other vegetable material. Flaked-stone tools became more refined and specialized and bone tools were more common. The introduction of the bow and arrow into the region sometime around 1,000 BP is indicated by the presence of small projectile points.

Ethnographically, the project site is in the southwestern portion of the territory occupied by the Penutian-speaking Nisenan. The territory extended from the area surrounding the current City of Oroville to the north to a few miles south of the American River to the south. The grassy plains were largely unsettled and used mainly as a foraging ground by both valley and hill groups. Individual and extended families “owned” hunting and gathering grounds and trespassing was discouraged. Subsistence activities centered on the gathering of acorns (e.g., tan bark oak and black oak), seeds, and other plant resources. The hunting of animals, such as deer and rabbits, and fishing were also an important part of normal subsistence activities. Trade was important with goods such as shell beads, salmon, deer skins, and nuts, traveling from the coast and valleys up into the Sierra Nevada Mountains and beyond to the east, and vice versa.

The Spanish arrived on the central California coast in 1769. In 1833, an epidemic, most likely malaria, spread through the Sacramento Valley and killed an estimated 75 percent of the native population. The discovery of gold in 1848 at Sutter’s Mill, near the Nisenan village of Colluma (now Coloma) on the south fork of the American River, drew thousands of miners into the area and led to widespread killing and the virtual destruction of traditional Nisenan culture. The Nisenan population did not remain past the Great Depression.

#### Euroamerican and Historical Context

John Sutter, a European immigrant, built a fort at the confluence of the Sacramento and American Rivers in 1839 and petitioned the Mexican governor of Alta (Upper) California for a land grant, which he received in 1841. Sutter built a flour mill and grew wheat near the fort. Gold was discovered in the flume of Sutter’s lumber mill at Coloma on the south fork of the American River in January 1848. Mexico ceded Alta California to the United States in 1848 and California became a state in 1850. The Folsom area was settled in 1849 by African-American miners and the area became known as Negro Bar. By 1855, Chinese miners were reworking abandoned diggings and a large number of Chinese miners were employed at various regional mines through the 1880s.

Mining is the dominant historical theme in the project site and in the surrounding lands. The region, later known as the Folsom Mining District, was extensively placer mined during the Gold

Rush. Surface deposits, usually less than three feet deep, were placer mined through a series of small, hand-dug excavations. The surface gravels were washed by pan or by higher-volume methods that employed rockers, long toms, and/or sluice boxes. The mining activities were often initially concentrated along drainages and swales such as Morrison Creek, which drains the project site. Ground sluicing, a technique which uses water to break down gold-bearing gravels, could have occurred any time from the 1850s up until the turn of the century. Low-pressure hydraulic mining took place at Rebel Hill, located approximately 4.3 miles west of the project site, sometime between the mid-1850s and 1884.

From the early 1850s until the late 1890s and again in 1925, drift mining was employed at Alder Creek. As cemented gravels cap some of the area, shafts were sunk through the hard cemented surface layer into the "softer" gravels. Gold-bearing leads were followed out with drift-mining techniques in the softer gravels.

### Existing Prehistoric and Historic Resources

Efforts to identify prehistoric and historic resources within the project site consisted of conducting records searches and literature reviews, consulting with the Native American Heritage Commission (NAHC) and Native American representatives, carrying out archival research, conducting archaeological surveys and analyses, and subsurface investigations. The following inventory methods and results take into account all applicable technical studies and documentation (see Method of Analysis section).

#### *Geoarchaeological Assessment*

As a result of geoarchaeological analyses carried out for the FPASP area in 2011 and 2012, the site can be categorized into three sensitivity zones that reflect the potential for buried cultural resources: low, moderate, and high. The results of the geoarchaeological analyses indicate that a high potential for intact buried cultural resources exists below certain ancient terraces that were formed as a result of the deposition of sediment from flowing water or gravity. Certain ancient terraces have the potential to contain buried occupational sites that were once on the surface. Trenching on the now-buried surfaces, which are in very small, localized areas, has revealed multiple buried soils that dated back to the middle Holocene. Therefore, in certain areas with ancient terraces, archaeological resources may exist down to a depth of 1.5 meters below the surface.

#### *Project Site Inventory*

The results of the cultural resources inventories and surveys are for the portion of the proposed project site that does not fall within the South of U.S. 50 Backbone Infrastructure Area of Potential Effects (APE), which overlaps all properties within the FPASP area. In addition, two potential Sacramento Municipal Utility District (SMUD) substation locations along Placerville Road were surveyed and analyzed. The inventory of the South of U.S. 50 Backbone Infrastructure APE is addressed separately in the South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND).<sup>5</sup> The Backbone Infrastructure MND, dated December 2014 and released for public review and

comment on December 10, 2014, would be required to be considered by the City Council for approval prior to public hearings on the proposed project entitlements and this EIR.

Cultural resources are not located within the footprints of the two potential SMUD substations. However, as a result of the inventory and evaluations of eligibility for the remainder of the proposed Russell Ranch project site, the following 19 sites and isolates were documented:

- 12 rock alignments or walls (P-34-1481, -1484, -2164, -4484, -4587, -4585, -4586, -4588, -4589, -4591, -4593, and -4672);
- One rock pile (P-34-4666);
- One barbed wire fence line (P-34-4665);
- One concrete water trough (P-34-1369);
- One prospecting pit (P-34-4483);
- One historic complex (P-34-2166, Brooks Hotel); and
- Two ditches (P-34-1745, Keefe-McDerby Mine Ditch, and P-34-4590).

All 19 sites and isolates are considered archaeological and from the historic period. Several of the sites and isolates overlap the South of U.S. 50 Backbone Infrastructure APE that was evaluated for eligibility as a part of the South of U.S. 50 Backbone APE evaluation technical report. As noted above, sites that lie exclusively within the South of U.S. 50 Backbone Infrastructure APE are addressed separately in the Backbone Infrastructure MND.

Of the 19 resources, only the Keefe-McDerby Mine Ditch (P-34-1745) and the Brooks Hotel Site (P-34-2166) were found by the U.S. Army Corps of Engineers (USACE), in concurrence with the State Historic Preservation Officer (SHPO), to be eligible for inclusion in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). Eligibility of cultural resources is assessed by applying criteria described in the Regulatory Setting section, and as documented in the confidential cultural resources technical reports prepared for the project site.

The Keefe-McDerby Mine Ditch originates in the Carson Creek drainage and terminates at a down-shoot approximately two miles to the northwest where the water was originally carried by flume and/or pipe to Willow Springs Hill, located between Alder and Willow Creeks and spanning about a mile long. Prior to the construction of the Natoma Canal, the miners at the Willow Springs Hill Diggings surveyed and dug the Keefe-McDerby Mine Ditch to supply water to the mining claims sometime around 1851. The Keefe-McDerby Mine Ditch and the water rights were bought and sold many times to various mining companies throughout the period of 1851 to 1875. Each company made alterations and extensions to the ditch, including the short section that is present within the proposed project area. With the mines becoming less profitable and competition from the Natoma Company pressuring other water systems out of business, the ditch was acquired by J.J. Crawford in 1877. Crawford marketed the water for agricultural interests instead of mining and the successful divergence of use allowed for the upkeep of the ditch system until the early 1900s when agricultural prospects finally began to show decreased returns. By 1923, most portions of the Keefe-McDerby Ditch system were abandoned.

The Brooks Hotel was built by Rueben Brooks sometime during the 1870s, most likely to support the continued freighting activity along White Rock Road. Rueben Brooks was the co-owner of the Brooks Quartz Claim, which was a mining claim established in the 1850s. Brooks operated a quartz mill at the mine which was located south of the hotel across White Rock Road. According to some historians, the mine was nicknamed the Jersey Blue Mine because of the color of the quartz rock that was mined at the Brooks Quartz Claim. Brooks co-owned the mine with George Wilkinson and John York, who worked the claim for many years. According to Sacramento County Assessor Parcel Maps, Mr. C. Brooks owned the property until the 1880s when the property was sold to Charles Chapman, then owner of the White Rock Springs Ranch.

## **Paleontological Resources**

The following section discusses the paleontological resources as identified in the Cultural Resources Impact Assessment prepared by ECORP Consulting, Inc.

### Paleontological Context

The proposed project site is situated on the western edge of the western Sierra Nevada metamorphic belt, which is a unit of metamorphic rock that measures approximately 180 miles long and 20 to 40 miles wide in the western foothills of the Sierra Nevada. Bedrock within the Sierra Nevada metamorphic belt consists of volcanic and metasedimentary rocks of Paleozoic and Mesozoic age. The aforementioned rock types are characterized by low-grade metamorphism in the greenschist facies. The underlying geologic formation units for the project site consist of Salt Springs Slate, Copper Hill Volcanics, and Gopher Ridge Volcanics. The project site and surrounding area has been assessed and inventoried for geologic formation units and the potential paleontological productivity of each unit has been determined.

### Existing Paleontological Resources

A paleontological inventory of the project site was previously completed in conjunction with the FPASP area. The inventory included: a paleontological records search at the University of California Museum of Paleontology (UCMP) at the University of California – Berkeley on August 12, 2009, a review of regional geologic maps from the California Geological Survey, and a review of existing literature on paleontological resources in and near the project site and vicinity. A reconnaissance-level field survey was conducted in June 2007.

The paleontological assessment determined that fossil vertebrate localities are not located within the project site. The Salt Springs Slate, Copper Hill Volcanics, and Gopher Ridge Volcanics formations consist of Jurassic-age rocks that formed at depths beneath the earth's surface and have since been deformed and metamorphosed. The UCMP database does not contain any records of vertebrate or plant fossils within the aforementioned formations. Because of the nature of the rock formations and the lack of previously recorded vertebrate or plant fossil localities, the aforementioned formations are not considered to be paleontologically sensitive rock units under the Society of Vertebrate Paleontology guidelines. As such, the project site is considered to have low sensitivity for paleontological resources.

### 4.4.3 REGULATORY SETTING

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Many agencies have developed laws and regulations designed to protect significant cultural resources. The following discussion contains a summary review of regulatory controls pertaining to cultural resources, including federal, State, and local laws and ordinances.

#### **Federal Regulations**

The following are the federal environmental laws and policies relevant to cultural resources.

#### Section 106 for the National Historic Preservation Act of 1966

Because the proposed project is subject to a Section 404 Clean Water Act permit from the USACE, the project is also subject to compliance with Section 106 of the National Historic Preservation Act (NHPA). Under the federal regulations implementing Section 106 of the NHPA (36 CFR 800), cultural resources identified in the project site's APE must be evaluated using NRHP and eligibility criteria. The eligibility criteria for the NRHP are as follows (36 CFR 60.4):

“The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess aspects of integrity of location, design, setting, materials, workmanship, feeling, association, and:

- A. is associated with events that have made a significant contribution to the broad patterns of our history; and/or
- B. is associated with the lives of a person or persons significance in our past; and/or
- C. embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components may lack individual distinction; and/or
- D. has yielded or may be likely to yield information important in prehistory or history.

In addition, the resource must be at least 50 years old, except in exceptional circumstances (36 CFR 60.4).

Effects to NRHP-eligible resources (Historic Properties) are adverse if the project may alter, directly or indirectly, any of the characteristics of an historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Resources that have been evaluated and found not to be Historic Properties under Section 106 are not required to be afforded any consideration.

In 2011, and in accordance with 36 CFR 800.14, the USACE, in consultation with the California Office of Historic Preservation (OHP) and Advisory Council on Historic Preservation (ACHP), executed a Programmatic Agreement (PA) for the FPASP to comply with Section 106 NHPA. The City of Folsom, as the CEQA lead agency, served as a concurring party to the PA and was

consulted in its development. In October 2013, the PA was amended by the signatories and was thereafter referred to as the First Amended Programmatic Agreement (FAPA). Execution of the original PA and FAPA occurred prior to issuance of the Federal permit and prior to authorization for any aspect or component of the proposed project. Items required by the FAPA and that have been completed include an inventory and evaluation for cultural resources, a Finding of Effect, a historic property treatment plan, and a historic property management plan. The FAPA provides the process by which all cultural resources assessments are carried out for the FPASP area, including the project site, and also addresses such for both Section 106 and CEQA compliance.

### Society of Vertebrate Paleontology

The Society of Vertebrate Paleontology, a national scientific organization of professional vertebrate paleontologists, has established standard guidelines that outline acceptable professional practices in the conduct of paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, specimen preparation, analysis, and curation. Most practicing professional paleontologists in the nation adhere to the Society of Vertebrate Paleontology assessment, mitigation, and monitoring requirements, as specifically spelled out in its standard guidelines.

A “unique paleontological resource or site” is one that is considered significant under current professional paleontological standards. An individual vertebrate fossil specimen may be considered unique or significant if the specimen is identifiable and well preserved, and the specimen meets one of the following criteria:

1. A type specimen (i.e., the individual from which a species or subspecies has been described);
2. A member of a rare species;
3. A species that is part of a diverse assemblage (i.e., a site where more than one fossil has been discovered);
4. Wherein other species are also identifiable, and important information regarding life history of individuals can be drawn;
5. A skeletal element different from, or a specimen more complete than, those now available for its species; or
6. A complete specimen (i.e., all or substantially all of the skeleton is present).

The value or importance of different fossil groups varies depending on the age and depositional environment of the rock unit that contains the fossils, their rarity, and the extent to which they have already been identified and documented. “Value” also considers the ability to recover similar materials under more controlled conditions (such as for scholarly research). Marine invertebrates are generally common because the fossil record is well developed and well documented, and they would generally not be considered a unique paleontological resource. Identifiable vertebrate marine and terrestrial fossils are generally considered scientifically important because they are, comparatively, relatively rare.

## **State Regulations**

The following are the State environmental laws and policies relevant to cultural resources.

### California Environmental Quality Act

CEQA (Title 14, CCR, Article 5, Section 15064.5) applies to cultural resources of the historical and prehistoric periods. Any project with an effect that may cause a substantial adverse change in the significance of a “Historical Resource,” either directly or indirectly, is a project that may have a significant impact on the environment. As a result, such a project would require avoidance or mitigation of impacts to those affected resources.

Generally, significant cultural resources (“Historical Resources” under CEQA) must meet at least one of four criteria that define eligibility for listing on either the CRHR (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) or the NRHP (36 CFR 60.4). Cultural resources eligible for listing on the NRHP are considered Historic Properties under 36 CFR Part 800 and are automatically eligible for the CRHR. Resources listed on or eligible for inclusion in the CRHR are considered to be Historical Resources (significant) under CEQA. A resource can also be a historical resource if the resource is included in a local register of Historical Resources (as defined by PRC Sec. 5020.1[k]), or identified in an historical resource survey meeting the requirements of PRC Sec. 5024.1(g) (presumption of historical significance) or is determined to be historically significant by the CEQA lead agency [CCR Title 14, Section 15064.5(a)]. In making this determination, the CEQA lead agency usually applies the CRHR eligibility criteria.

The eligibility criteria for the CRHR are as follows [CCR Title 14, Section 4852(b)]:

1. The resource is associated with events that have made a significant contribution to the broad patterns of California history;
2. The resource is associated with the lives of important persons from our past;
3. The resource embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual or possesses high artistic values; or
4. The resource has yielded, or may be likely to yield, important information in prehistory or history.

In addition, the resource must retain integrity. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association [CCR Title 14, Section 4852(c)].

Impacts to a Historical Resource (as defined by CEQA) are significant if the resource is demolished or destroyed or if the characteristics that made the resource eligible are materially impaired [CCR Title 14, Section 15064.5(a)]. Resources that have been evaluated and found not to be Historical Resources under CEQA are not afforded any consideration under CEQA.

The Lead Agency is responsible for ensuring compliance with mitigation measures for Historical Resources, as defined by CEQA, in order to reduce impacts. Section 15097 of Title 14, Chapter

3, Article 7 of CEQA, Mitigation Monitoring or Reporting, “the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the Project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.”

CEQA Guidelines Section 15064.5 requires preparation of an EIR if a proposed project would cause a “substantial adverse change” in the significance of a historical resource. A “substantial adverse change” would occur if a proposed project would result in physical demolition, destruction, relocation, or alteration of the resource or the immediate surroundings such that the significance of a historical resource would be materially impaired.

In addition to Historical Resources, which can include archeological resources that meet the criteria listed above, CEQA also requires consideration of “unique archaeological resources.” If a site meets the definition of a unique archaeological resource, the site must be treated in accordance with the provisions of Public Resources Code Section 21083.2. Under Public Resources Code Section 21083.2(g), an archaeological resource is considered “unique” if the resource:

1. Contains information needed to answer important scientific research questions and 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; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person (PRC 21083.2(g)).

CEQA also includes specific guidance regarding the accidental discovery of human remains. Specifically, CEQA Guidelines Section 15064.5(e) requires that if human remains are uncovered, excavation activities must be stopped and that the county coroner be contacted. If the county coroner determines that the remains are Native American, the coroner must contact the NAHC within 24 hours. The NAHC identifies the most likely descendent, and that individual or individuals can make recommendations for treatment of the human remains under the procedures set forth in Section 15064.5 of the CEQA Guidelines.

### Senate Bill 18

Senate Bill (SB) 18 was signed into law in September 2004 and became effective in March 2005. SB 18 (Burton, Chapter 905, Statutes of 2004) requires city and county governments to consult with California Native American tribes early in the planning process with the intent of protecting traditional tribal cultural places. The purpose of involving tribes at the early stage of planning efforts is to allow consideration of tribal cultural places in the context of broad local land use policy before project-level land use decisions are made by a local government. As such, SB 18 applies to the adoption or substantial amendment of general or specific plans, and to the dedication of open space that contains tribal cultural resources. The process by which



consultation must occur in these cases was published by the Governor's Office of Planning and Research through its *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (November 14, 2005).

## Local Regulations

The following are the local government's environmental policies relevant to cultural resources.

### City of Folsom General Plan

The *City of Folsom General Plan* goals and policies relating to the protection of cultural and historical resources that are applicable to the proposed project are presented below:

- |            |   |
|------------|---|
| Goal 1     | To retain and enhance Folsom's quality of life, separate identity and sense of community.   |
| Policy 1.6 | Folsom's historic district shall be enhanced and maintained through the improvement of public facilities.   |
| Policy 1.7 | Historic buildings or locations shall be preserved or incorporated into the design of new developments.   |
| Policy 1.8 | The City shall prepare an inventory of historically and culturally significant buildings and sites. The City should investigate measures for historic preservation of these building sites. |
| Goal 26    | The City shall actively encourage the restoration and maintenance of historic buildings or sites.   |

### Folsom Plan Area Specific Plan

The *Folsom Plan Area Specific Plan* objectives and policies relating to the protection of cultural and historical resources that are applicable to the proposed project are presented below:

- |                |   |        |  |        |   |
|----------------|---|--------|--|--------|---|
| Objective 10.6 | Protect known historical and cultural resources subject to federal, state, and local protection programs, and carry out additional surveys, as needed.  |        |  |        |   |
| Policy 10.21   | The following shall be prepared prior to extensive grading or excavation: <table border="0"><tr><td>10.21a</td><td>Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist.</td></tr><tr><td>10.21b</td><td>Areas found to contain or likely to contain archaeological resources shall be fully surveyed,</td></tr></table> | 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, |
| 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 Folsom Plan Area Specific Plan Community Design Guidelines and the Open Space 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.

#### **4.4.4 IMPACTS AND MITIGATION MEASURES**

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The following section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to cultural resources.

##### **Standards of Significance**

Consistent with Appendix G of the CEQA Guidelines, the City's General Plan, and the *Folsom Plan Area Specific Plan*, a significant impact would occur if the proposed project would result in the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5;
- Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource on site or unique geologic features; or
- Disturb any human remains, including those interred outside of formal cemeteries.

## Method of Analysis

The project site has been subjected to a cultural resources inventory and evaluations of significance by professional archaeologists meeting the Secretary of the Interior's Professional Qualifications Standards. The studies have been documented in confidential technical reports which were used to conduct an assessment of development activities related to the proposed project. The project activities were evaluated for the potential to disturb cultural resources through direct action (e.g., development of roads and utility lines through known sites) or indirect activity (e.g., increasing visibility of and access to sensitive cultural resources that could lead to vandalism or looting).

### *Paleontological Assessment*

A paleontological assessment consisting of a stratigraphic inventory, a paleontological resource inventory, and a field survey was completed by AECOM for the South of U.S. 50 Specific Plan Project EIR/EIS (FPASP EIR/EIS). The purpose of the assessment was to determine if paleontological resources were present in or adjacent to the project site and assess the sensitivity of the area for undiscovered paleontological resources.

### *Records Search*

Numerous records searches and literature reviews have been carried out over a nearly 10-year process of cultural resources investigations within the FPASP area, which includes the proposed project site. The most recent records search was completed at the North Central Information Center (NCIC) of the California Historical Resources Information System at California State University – Sacramento on June 6, 2014. The purpose of the records search was to determine the extent of previous surveys within a 0.5-mile (800-meter) radius of the proposed project location, and whether previously documented prehistoric or historic archaeological sites, architectural resources, or traditional cultural properties exist within the area.

In addition to the official records and maps for archaeological sites and surveys in Sacramento County gathered at the NCIC during the inventory phase of the project, the Sacramento Room in the Sacramento Central Library, the Center for Sacramento History, the Folsom Historical Society and Folsom History Museum, and the County Assessor's Office were visited to gather records and maps pertinent to transportation routes, land ownership, mining and homesteading claims, mining companies, individual landowners such as William Carpenter and J.P. Rhoades, and individual or company-owned water rights within the project site.

Several online resources were examined to gather further information about William Carpenter, J.P. Rhoades, and the Lincoln Highway. The resources included, among others: ancestry.com, findagrave.com, the California Digital Newspaper Collection (CDNC), the American History and Genealogy Project Sacramento, rootsweb.com (Sacramento Death Notices 1900s), the Lincoln Highway National Museum and Archives, and the Federal Highway Administration (FHWA) Highway History for Lincoln Highway. For additional land patent records, the Bureau of Land Management (BLM) General Land Office (GLO) survey plats were researched.

### *Native American Consultation*

The California NAHC was contacted on April 6, 2012 to request an updated search of the Sacred Land Files for the project site. Although the search failed to yield information on Native American cultural resources located within or adjacent to the project site, the NAHC provided a list of individuals and organizations in the Native American community that may be able to provide information about unrecorded sites in the project vicinity. Project notification letters were sent out to contacts for the entire FPASP area, including the proposed project site, in January 2009 and the USACE conducted follow-up consultation in 2013 with the individuals listed in the updated contacts list. In addition, the USACE has been consulting with tribes throughout the FPASP compliance process. The United Auburn Indian Community, Shingle Springs Band of Miwok Indians, and Wilton Rancheria were invited to be concurring parties on the FAPA, attended a field tour with the applicants and ECORP, and have been sent copies of all technical reports prepared under the FAPA to date. Government-to-government consultation between the tribes and the USACE is ongoing and will continue throughout the lifetime of the FAPA and any subsequent amendments.

Because the proposed project is seeking a Specific Plan Amendment to the FPASP, the City of Folsom was required to initiate consultation under SB 18. On May 19, 2014, the City requested an SB 18 contact list from the California NAHC. On May 29, 2014, the NAHC responded with a list of five California Native American tribes and individuals who had notified the NAHC of their desire to consult under SB 18 in the vicinity of the Project. On June 19, 2014, the City mailed SB 18 notification letters to Nicolas Fonseca (Shingle Springs Band of Miwok Indians), Eileen Moon (T'si-Akim Maidu), Grayson Coney (T'si-Akim Maidu), Don Ryberg (T'si-Akim Maidu), and Gene Whitehouse (United Auburn Indian Community of the Auburn Rancheria), offering the representatives an opportunity to consult within the 90-day comment period scheduled to end on September 18, 2014. On August 7, 2014, the City mailed 45-day notification letters to all five contacts, and on September 16, the City mailed 90-day notification letters.

### *Fieldwork*

The entire project site has been subjected to an intensive pedestrian survey by qualified professional archaeologists using 10 to 15 meter transect intervals. Fieldwork for the project site and the southernmost potential SMUD substation was conducted between March and August of 2012. The fieldwork consisted of an inventory including a combination of site relocation, updating, recording using a submeter GPS receiver, and a pedestrian survey. Subsequently, in December 2012, test excavations were conducted in order to evaluate the cultural resources that were identified to have the potential for subsurface deposits and were eligible for the NRHP or the CRHR. Fieldwork for the off-site portions of the proposed project site, including the northernmost potential SMUD substation, was carried out by a number of cultural resources consultants at various times as early as 1990 and as recently as 2012.

## Project-Specific Impacts and Mitigation Measures

The following discussion of impacts to cultural resources is based on the implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

### **4.4-1 Loss of historic cultural resources. Based on the analysis below and with the implementation of mitigation, the impact is *less than significant*.**

Based on the inventories and evaluations of eligibility performed to date, two historic resources exist within the project site. The Brooks Hotel Ranch Complex and the Keefe-McDerby Mine Ditch are both archaeological sites from the historic period and constitute Historical Resources for the purpose of CEQA.

The 19 on-site resources presented in the cultural analysis are a subset of the entire inventory of cultural resources in the project area. The 17 remaining resources, including 12 rock alignments, a rock pile, a barbed wire fence line, a concrete water trough, a prospecting pit, and a ditch, do not meet the criteria described in the Regulatory Setting section, and are not considered Historical Resources under CEQA.

The proposed project, including the installation of subsurface utilities and related infrastructure, which may include trenching, grading, or jacking and boring, would impact the Brooks Hotel Ranch Complex and the Keefe-McDerby Mine Ditch within the project site. The impact is considered to be potentially significant because the aforementioned Historical Resources would be subjected to a loss of integrity as a result of the project activities (e.g., the resources may be destroyed and the characteristics that made the resource eligible may be materially impaired). However, the Brooks Hotel site and a segment of the Keefe-McDerby Mine Ditch would also be impacted and mitigated by the South of U.S. 50 Backbone Infrastructure Project. The proposed project would only be responsible for mitigation of impacts to the Brooks Hotel site and a segment of the Keefe-McDerby Mine Ditch that falls within the project area.

Preservation in place was considered for the two Historical Resources during the project planning process. Factors weighed in the consideration included the presence of other biological or water resources and any restrictions on the flexibility of locations of engineering, roadway access, and utilities required to service the proposed project. The factors were weighed during the preparation of finding of effect documentation, prepared under the FAPA.

Preservation in place of the segment of the Keefe-McDerby Mine Ditch would cause a shift of residential lots into planned open space. The shift would cause an effect to biological resources habitats that are required to be preserved. Because the majority of the ditch falls outside of the project area, preservation in place of the entire resource is not feasible or under the control of the project applicant. Preservation in place of the Brooks Hotel site is not possible because avoidance would trigger new impacts to waters of the US and would affect the development of necessary backbone infrastructure. As a

result, impacts to the Historical Resources could not be avoided, but the effects could be reduced to a less-than-significant level with appropriate mitigation measures. Without implementation of mitigation measures, impacts to historic resources would be *potentially significant*. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar impacts to historic resources as the approved FPASP.

#### Project-Specific Mitigation Measures(s)

Compliance with the procedures for mitigating significant impacts presented in the FAPA and Historic Property Management Plan for the FPSPA and the Historic Property Treatment Plan would reduce any potential adverse impacts. Implementation of the following mitigation measure would reduce potentially significant impacts related to damaging or destroying historic cultural resources during ground disturbing activities to a *less-than-significant* level.

##### *4.4-1 Comply with the First Amended Programmatic Agreement and Carry Out Mitigation*

*The FAPA provides a management framework for identifying historic properties and Historical Resources, determining adverse effects, and resolving those adverse effects with appropriate mitigation. Proof of compliance with the applicable procedures in the FAPA and implementation of applicable historic property treatment plan (HPTP) (Westwood and Knapp 2013b and 2013c) with regard to mitigation for the Keefe-McDerby Mine Ditch and Brooks Hotel Site shall be provided to the City's Community Development Department prior to authorization of any ground disturbing activities in any given segment of the project area. Proof of compliance is defined as written approval from the USACE of all applicable mitigation documentation generated from implementation of an approved HPTP and includes the following mitigation actions:*

- *Historic American Engineering Record Documentation of the Keefe-McDerby Mine Ditch (P-34-1475):*
  - *In order to determine the appropriate level of documentation necessary, the USACE shall first consult with the National Park Service (NPS), which administers the Historic American Engineering Record (HAER) program. Consultation with the NPS will be initiated through the submission of the Department of Parks and Recreation (DPR) site record and copies of applicable technical reports with a request for review and issuance of a stipulation letter. Unless an objection to the requirements of the stipulation letter is expressed and resolved through the process outlined in the FAPA, the level of documentation stipulated by the NPS shall be implemented*

*and all documentation will be approved by the USACE and NPS prior to ground-disturbing activities affecting the resource, or as governed by the permit conditions. Focused archival research conducted as part of the HAER documentation shall be incorporated into the revised cultural context statement for the SPA through the Historic Property Management Plan. A non-archival set of the final documentation shall be submitted to the City's Community Development Department.*

- *Data Recovery Excavations of the Brooks Hotel Site (P-34-2166):*
  - *Data recovery shall follow the standards and guidelines in the HPTP and shall include at least four one meter by one meter excavation units. The results of the data recovery, including results of excavation, laboratory analysis, artifact analysis, and archival research, shall be documented in a confidential data recovery technical report, which shall be submitted to the City's Community Development Department.*
- *Geoarchaeological Monitoring:*
  - *Due to a potential for deeply buried archaeological resources down to a depth of 1.5 meters (approximately five feet) below soil formations known as the T-2 terrace, where colluvial deposits grade onto the T-2 terrace, and along the distal edge of tributary alluvial fans, all ground disturbing activity in those areas shall be monitored by a qualified professional archaeologist with a specialization in geoarchaeology. Once subsurface disturbance extends beyond 1.5 meters below surface, monitoring is no longer needed.*

*A confidential map showing the locations of required monitoring has been submitted to the City's Community Development Department. The City shall apply a map condition that requires geoarchaeological monitoring in the T-2 formation and along the distal edge of tributary alluvial fans only. A copy of the monitoring report shall be submitted as proof of compliance to the City's Community Development Department.*

*In the event that future off-site improvements are required, which are not currently identified and are located outside of the boundaries of the FPASP area, then the City and applicant shall comply with the procedures for identification, evaluation, and treatment of Historical Resources under*

*CEQA, as described in Section 4.4.3 of the Cultural Resources Impact Assessment, and with Mitigation Measure 3A.5-1b of the FPASP EIR/EIS.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.4-2 Loss of unique archaeological resources or human remains. Based on the analysis below and with the implementation of mitigation, the impact is *less than significant*.**

As noted previously, the Brooks Hotel Ranch Complex and the Keefe-McDerby Mine Ditch are both archaeological sites from the historic period and constitute Historical Resources for the purpose of CEQA. The proposed project would be responsible for mitigation of impacts to the Brooks Hotel site and a segment of the Keefe-McDerby Mine Ditch that falls within the project area.

As noted previously, because the proposed project requires a Specific Plan Amendment, the City mailed SB 18 tribal consultation letters on May 29, 2014 to the five Native American tribes and individuals who had notified the NAHC of their desire to consult under SB 18 in the vicinity of the project area. Only one comment letter was received within the 90-day comment period (June 19 – September 18). On July 10, 2014, the City received a written response from the Shingle Springs Band of Miwok Indians (SSBMI), indicating the desire to consult. Tribal representatives Andrew Godsey and Kara Perry from SSBMI participated in a meeting with City staff, the applicant, and consultants on July 24, 2014 to discuss the proposed project. During the meeting, the City and SSBMI discussed the proposed project. Although SSBMI could not identify any specific impacts caused by the project to tribal cultural resources, Mr. Godsey did speak to the overall desire for tribal monitors to be present during construction and indicated that he would send a written comment letter prior to the close of the comment period. A comment letter or follow-up correspondence was never received by the City, and the information provided by SSBMI during the July 24 consultation meeting did not result in specific impacts to known and definable tribal cultural resources. If cultural resources are unearthed during project construction activities, Mitigation Measure 4.4-2(a) shall apply.

Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site with a similar area of disturbance, resulting in similar impacts to archaeological resources or human remains as the approved FPASP. Known human cemeteries or burials are not located within the project site and have not been detected through subsurface excavation. However, the potential exists for archaeological resources, human cemeteries, or human burials to be discovered during construction earthwork and the potential exists for damage to or destruction of previously unknown resources during ground disturbing activities. Without implementation of mitigation measures, impacts to archaeological resources or human remains would be *potentially significant*.



Project-Specific Mitigation Measures(s)

Implementation of the following mitigation measures would reduce potentially significant impacts related to damaging or destroying archaeological resources or human remains during ground disturbing activities to a *less-than-significant* level.

- 4.4-2(a) *Conduct Construction Worker Awareness Training, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.*

*To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) shall complete the following:*

- *Before the start of ground-disturbing activities, the project applicant(s) shall retain a qualified archaeologist to conduct training for construction supervisors. Construction supervisors shall inform the workers about the possibility of encountering buried cultural resources and inform the workers of the proper procedures should cultural resources be encountered. Proof of the contractor awareness training shall be submitted to the City's Community Development Department in the form of a copy of training materials and the completed training attendance roster.*
- *Should any cultural resources, such as structural features, bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended within 200 feet of the find and the City of Folsom and USACE shall be notified immediately. The City shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall evaluate 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 would be subject to disturbance or destruction, the actions required by the FAPA and subsequent documentation shall be implemented. The City of Folsom Community Development Department and USACE 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 and seek written approval on mitigation documentation before resuming construction activities at the archaeological site.*

- 4.4-2(b) *Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.*

*In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation*

*Measure 4.4-2(a) shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).*

*If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission, which then designates a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Native American Most Likely Descendant then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).*

*If the landowner does not agree with the recommendations of the Native American Most Likely Descendant, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641).*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.4-3 Loss of unique paleontological resources. Based on the analysis below and with the implementation of mitigation, the impact is *less than significant*.**

Paleontological resources have not been previously identified within the project site. However, the potential exists for paleontological resources to be discovered during construction earthwork and the potential exists for damage to or destruction of previously unknown resources during ground disturbing activities. Without implementation of mitigation measures, impacts to paleontological resources would be ***potentially significant***. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site with a similar area of disturbance, resulting in similar impacts to paleontological resources as the approved FPASP.

Project-Specific Mitigation Measures(s)

Implementation of the following mitigation measure would reduce potentially significant impacts related to damaging or destroying paleontological resources during ground disturbing activities to a *less-than-significant* level.

4.4-3 *Conduct Construction Worker Awareness Training, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.*

*Before the start of any earthmoving activities, the project applicant(s) shall retain a qualified professional to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. The training shall be included in the archaeological contractor awareness training program.*

*If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom's Community Development Department. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) with the affected oversight agency(ies).*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**Cumulative Impacts and Mitigation Measures**

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the City's General Plan, as well as development of the most recent planned land uses within the vicinity of the project area, including the FPASP.

**4.4-4 Cumulative loss of cultural resources. Based on the analysis below, the project's incremental contribution to a cumulative impact is *less than significant*.**

Prehistoric and historic cultural resources are unique and non-renewable resources. Development activities continue to damage and destroy both prehistoric and historic sites and features, in many cases, before the information inherent in the site could be reviewed, recorded, and interpreted. As noted above in Impacts 4.4-1, 4.4-2, and 4.4-3, the potential exists for unknown subsurface prehistoric and historic cultural resources to be unearthed during site excavation. The proposed project, along with other development in the City of Folsom, could damage or destroy cultural resources particular to the project area.

The project would contribute to a cumulative impact to two Historical Resources, portions of which are located on the project site – the Brooks Hotel site and Keefe-McDerby Mine Ditch. However, implementation of Mitigation Measure 4.4-1 would reduce the impact to a less-than-significant level, by requiring compliance with the procedures for mitigating significant impacts presented in the FAPA.

The potential exists for cultural and paleontological resources to be discovered during construction earthwork and the potential exists for damage to or destruction of previously unknown cultural and paleontological resources during ground disturbing activities. However, potentially significant impacts to unknown cultural and paleontological resources as related to the cumulative regional loss of cultural and paleontological resources would be less than significant with implementation of Mitigation Measures 4.4-1, 4.4-2(a), 4.4-2(b), and 4.4-3. In addition, cumulative impacts to cultural and paleontological resources would be less than significant if current and future projects in the region comply with CEQA requirements for mitigation of impacts to cultural and paleontological resources [CCR Title 14, Section 15126.4 (b)]. As such, the proposed project's cumulative impact to cultural resources would be *less than significant*. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on the same site, resulting in similar cumulative impacts to cultural resources as the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**Endnotes**

<sup>1</sup> City of Folsom. *City of Folsom General Plan*. January 1993.

<sup>2</sup> City of Folsom. *Folsom Plan Area Specific Plan*. June 28, 2011.

<sup>3</sup> City of Folsom. *Folsom South of U.S. 50 Specific Plan Project Public Final EIR/EIS*. May 2011.

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<sup>4</sup> ECORP Consulting, Inc. *Cultural Resources Impact Assessment, Non-Backbone Russell Ranch Project*. December 2014.

<sup>5</sup> City of Folsom. *South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration*. December 2014.

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## 4.5. LAND USE AND PLANNING

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## 4.5

## LAND USE AND PLANNING

### 4.5.1 INTRODUCTION

The purpose of the Land Use and Planning chapter of the EIR is to examine the proposed project's compatibility with existing and planned land uses in the area. The Land Use and Planning chapter discussion differs from other sections of this EIR in that, for the Land Use and Planning discussion, plan consistencies are addressed, as opposed to environmental impacts and mitigation measures. Section 15125(d) of the California Environmental Quality Act (CEQA) Guidelines states that "[...] the EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans." The Land Use and Planning chapter discussions include a description of the existing land use setting of the project site and the adjacent area, including the identification of existing land uses and current General Plan policies and zoning designations. The information contained in this analysis is based on the *Folsom Plan Area Specific Plan* (FPASP),<sup>1</sup> the *Folsom South of U.S. 50 Specific Plan Project EIR/EIS* (FPASP EIR/EIS),<sup>2</sup> *Folsom Municipal Code*,<sup>3</sup> the *City of Folsom Final Housing Element*,<sup>4</sup> the *City of Folsom General Plan Update Existing Conditions Report*,<sup>5</sup> and the *City of Folsom General Plan*.<sup>6</sup>

### 4.5.2 EXISTING ENVIRONMENTAL SETTING

The following section describes the existing land uses on the project site, at the time the NOP was published on June 6, 2014, as well as the existing plans and policies that guide the development of the project site. In addition, the City of Folsom's current jobs/housing balance and regional housing needs are discussed.

#### **Project Site Characteristics**

The project area is located in the eastern portion of Sacramento County, in the southeastern section of the City of Folsom, on the southern side of U.S. Highway 50 (US 50), near the Sacramento County/El Dorado County boundary. The City of Folsom is located approximately 15 miles northeast of the City of Sacramento, south of Folsom Lake. The project site is situated within the eastern Hillside District of the FPASP. The project site consists of approximately 429.7 acres and is bounded by US 50 to the north, White Rock Road to the south, near the Sacramento/El Dorado County line to the east, and Placerville Road and a rail line, known as the Sacramento-Placerville Transportation Corridor (SPTC), to the west. The rail line has not been in commercial service for almost 30 years, with only intermittent use by a local rail preservation organization for maintenance or recreational train rides.

The project site has been historically used for cattle grazing and consists of undeveloped hillside covered by annual grasslands, comprised of hillside slopes, hilltops, valleys, and seasonal drainage tributaries of Alder and Carson Creeks. The project site has four existing private

telecommunication facilities (towers) located near the northeastern hilltop of the project site with various radio and wireless telecommunication antennas attached. The northern tower is currently used by Sprint Nextel, while the central tower is used by AT&T Mobility. The two southern towers are used by three FM radio stations (106.5, 100.5, and 105.1), each with main and auxiliary antennas.

### **Existing City of Folsom General Plan Land Use Designations**

The existing Folsom General Plan was adopted in 1988 (amended through 2011 to include the FPASP). The future development of the area of Folsom south of US 50 was established by the FPASP, and was adopted into the General Plan by resolution on June 28, 2011.

According to current City of Folsom General Plan Land Use Map (see Figure 4.5-1), the 429.7-acre Russell Ranch Project site is designated Single Family (SF), Multi-Family Medium Density (MMD), General Commercial (GC), Open Space (OS), Park (P), and Public (PUB). The aforementioned Folsom General Plan land use designations are consistent with the FPASP land use designations and are defined below.

### **Existing City of Folsom Zoning Designations**

According to current City of Folsom Zoning Map (see Figure 4.5-2), the 429.7-acre Russell Ranch Project site is zoned Specific Plan - Single Family (SP-SF), Specific Plan - Multi-Family Medium Density (SP-MMD), Specific Plan - General Commercial (SP-GC), Specific Plan - Park (SP-P), Specific Plan - Open Space (SP-OS), and Specific Plan - Public/Quasi-Public (SP-P-QP). The specific plan zoning designations are defined in the FPASP and are described below.

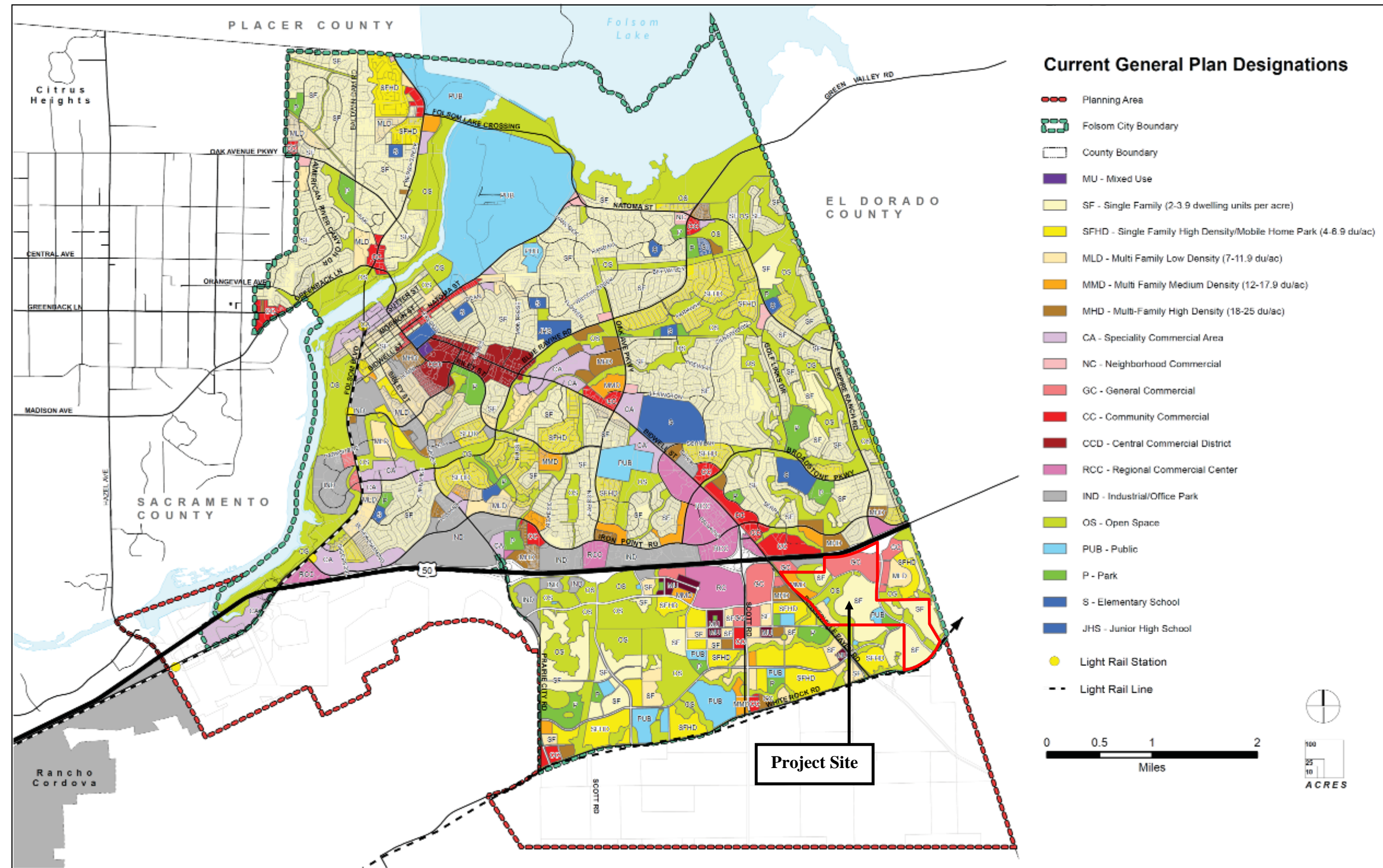
### **Adopted Folsom Plan Area Specific Plan Land Use Designations**

The project is part of the adopted FPASP (June 28, 2011), which is a comprehensively planned community that proposes new development based upon principles of “Smart Growth” and Transit-Oriented Development. The FPASP includes a mix of residential, commercial, employment and public uses complemented by recreational amenities, including a significant system of parks and open spaces, all within close proximity to one another (see Figure 4.5-3). The Russell Ranch Project would fit into the overall planned community, with development of the full FPASP expected to occur over approximately a thirty-year horizon.

According to Adopted FPASP Land Use Map, the 429.7-acre Russell Ranch Project site is designated Single Family (SF), Multi-Family Low Density (MLD), Multi-Family Medium Density (MMD), General Commercial (GC), Open Space (OS), Parks (P), and Public/Quasi-Public (P-QP). The FPASP defines the aforementioned land use designations as follows:



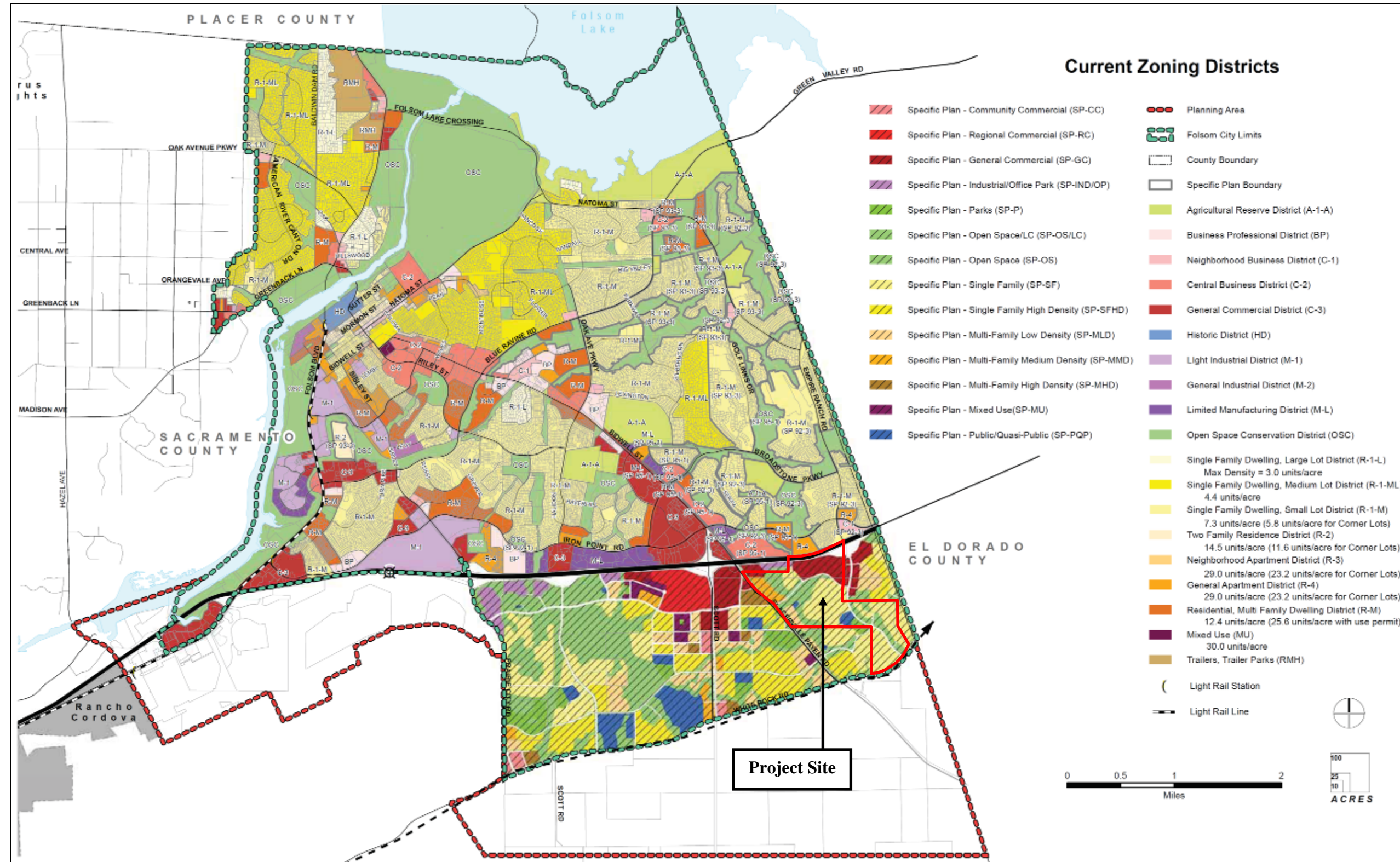
Figure 4.5-1  
 Current City of Folsom General Plan Land Use Designations Map



Source: City of Folsom, 2014.



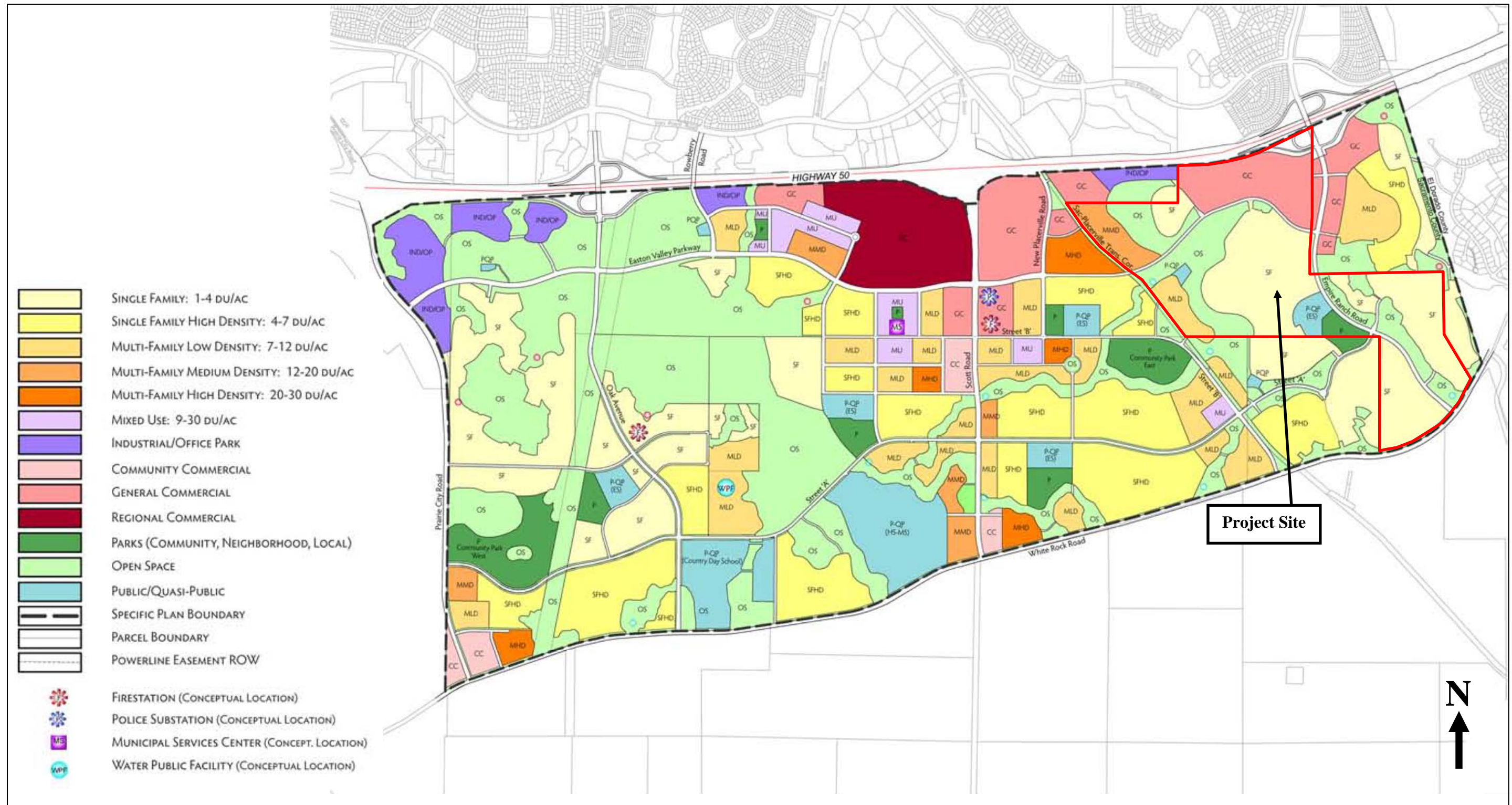
Figure 4.5-2  
 Current City of Folsom Zoning Map



Source: City of Folsom, 2014.



**Figure 4.5-3**  
**Adopted Folsom Plan Area Specific Plan Land Use Map**



Source: Folsom Plan Area Specific Plan, June 2011.

### Single Family

The SF residential land use designation is intended to create neighborhoods composed of individually owned, single family detached homes that may be creatively sited due to slopes and other natural features. Most of the SF designated parcels within the FPASP area are adjacent to open space areas and, therefore, act as a transition from undeveloped areas to residential development. The SF designation permits single family dwellings. Additionally, second dwelling units are permitted that may provide opportunities for affordable housing units within this designation.

Additional neighborhood and community serving amenities are allowed within SF designated areas including parks, libraries, schools, community clubhouses, and emergency services facilities. Such facilities and amenities should be sited and designed as community focal points, be centrally located, and easily accessible.

The SF density range is from 1 to 4 dwelling units per gross acre and approximately 580.6-acres of the FPASP area is devoted to SF land use with a target unit count of 1,820 units. The SF residential land use designation is consistent with the SP-SF zoning category.

### Multi-Family Low Density

The MLD residential designation is intended to promote a variety of housing types that would result in diverse residential neighborhoods. MLD neighborhoods are located within walking distance of commercial areas, the FPASP Town Center, neighborhood centers and public transportation routes in order to create pedestrian friendly neighborhoods that reduce the need to drive. Residential uses allowed within the MLD designation include, but are not limited to, single family dwellings (SF zero-lot-line and SF patio only), two family dwellings and multi-family dwellings. Community and neighborhood features, such as parks, schools, and public safety facilities may be located within MLD designated areas. Such facilities and amenities shall be sited and designed as community focal points, and should complement the shape, location and topography of the site.

The MLD density range is from 7 to 12 dwelling units per gross acre and approximately 263.5-acres of the FPASP area are devoted to MLD land use with a target unit count of 2,406 units. The MLD residential land use designation is consistent with the SP-MLD zoning category.

### Multi-Family Medium Density

The MMD residential 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 the mixed-use entertainment district, community commercial centers, public transportation corridors, schools, parks and open space. The MMD designation allows a wide variety of multiple family dwellings including, but not limited to, townhomes, apartments and condominiums. The variety of housing options within this designation provides diversified rental and for-sale housing opportunities for all income groups in neighborhoods that are pedestrian



and transit friendly. The MMD designation also permits uses such as parks, schools, and assisted living facilities.

The MMD density range is 12 to 20 units per gross acre and approximately 68.5-acres of the FPASP area is devoted to MMD land use with a target unit count of 1,224 housing units. If The MMD designated parcels are developed at the maximum allowable density of 20 units per acre, they could be “deemed appropriate to accommodate housing for lower income households”. Although land zoned MMD could be financially feasible for affordable housing, the City does not include lands zoned as MMD for the City’s allocation of units for the Regional Housing Needs Allocation (RHNA). The SP-MMD zoning category is consistent with the MMD land use designation.

### General Commercial

The GC land use designation provides for a wide range of highway oriented retail, office, manufacturing, lodging and service uses on sites ranging in size from 12 to 60 acres. Typically, general commercial parcels accommodate power centers, outlet stores, lifestyle centers and free standing specialty stores or offices. Office use is permitted and encouraged in the GC land use designation. The FPASP allows for the construction of approximately 2 million square feet of GC building area on approximately 212.9-acres of land. The majority of the FPASP area GC parcels are located adjacent to US 50 or Scott Road to facilitate regional access from the highway. The GC land use designation is consistent with the SP-GC zoning district.

### Open Space

The OS land use designation encompasses the preserved natural open space areas of the FPASP area. The open space features include oak woodlands, Alder Creek and its intermittent tributaries, preserved wetlands, natural parkways 30 feet in width or greater, hillsides and preserved cultural features. In accordance with the Folsom City Charter, 30 percent of the FPASP area is designated, and would be maintained in perpetuity, as natural open space. Permitted uses within the OS land use designation are intended to preserve and enhance the natural open space habitat and features of the FPASP area. The OS land use designation is consistent with the SP-OS1 and SP-OS2 zoning categories.

### Parks

The P land use designation provides for active and passive recreational opportunities within the FPASP area. Community, neighborhood, and local parks are located throughout the FPASP area as required by the Folsom General Plan. The P land use designation is consistent with the SP-P zoning district.

### Public/Quasi-Public

The P-QP land use designation encompasses a variety of uses that are both desired and required within a comprehensive community setting. P-QP uses include schools, government offices, fire

and police substations, public utilities, and cultural, recreational and religious facilities. The SP-P-QP zoning designation is consistent with the P-QP land use designation.

### **Adjacent City of Folsom General Plan Land Use Designations**

The current adjacent land uses consist of undeveloped hillside covered by annual grasslands that have been historically used for cattle grazing. The adjacent FPASP land use designations are described below:

|       |  |
|-------|--|
| East  | GC, OS, SF, and SFHD                     |
| West  | MHD, SFHD, OS, P, and GC                 |
| North | GC, OS, SF, IND, and US 50               |
| South | OS, SF, and P; GA 80 (Sacramento County) |

The SF, GC, OS, P, and P-QP are defined above, the remaining Folsom General Plan land use designations are consistent with the FPASP land use designations and are described below.

### **Adjacent City of Folsom Zoning Designations**

The adjacent City of Folsom zoning designations are described below:

|       |   |
|-------|---|
| East  | SP-GC, SP- OS, SP-SF, SP-SFHD, and SP-MLD                 |
| West  | SP-MHD, SP-SFHD, SP-P, SP-OS, SP-MU, and SP-GC            |
| North | SP-GC, SP-OS, SP-IND/OP, and US 50                        |
| South | SP-OS, SP-MLD, SP-SF, and SP-P; AG 80 (Sacramento County) |

The SP-SF, SP-MMD, SP-GC, SP-P, SP-OS, and SP-P-QP are defined above, the remaining specific plan zoning designations are defined in the FPASP and are described below.

### **Agricultural – 80 Acres (Sacramento County)**

Sacramento County defines the permanent agricultural zone Agricultural – 80 Acres (AG-80) as an agricultural extensive zone with a minimum parcel size of 80 gross acres that permits one single family residence per parcel as well as all agricultural uses. The purpose of the AG-80 zone is to promote long-term agricultural use and to discourage the premature and unnecessary conversion of agricultural land to urban uses.

### **Adjacent Folsom Plan Area Specific Plan Land Use Designations**

The adjacent FPASP land use designations are described below:

|       |   |
|-------|---|
| East  | GC, OS, SF, and SFHD                          |
| West  | MHD, SFHD, OS, and GC                         |
| North | GC, OS, SF, IND/OP, and US 50                 |
| South | OS, MLD, SF, and P; GA 80 (Sacramento County) |

The SF, MLD, GC, OS, and P are defined above, the FPASP defines the remaining land use designations as follows:

#### Single Family High Density

Consistent with Sacramento Area Council of Governments (SACOG) “Smart Growth” principles and FPASP planning principles, the Single Family High Density (SFHD) residential land use designation is included in the FPASP area to promote compact development, housing diversity and transportation options. SFHD neighborhoods are typically located on level terrain and feature an interconnected system of “grid-like” streets that further enhance walking and cycling opportunities and potentially reduce vehicle miles traveled (VMT). In some instances, SFHD neighborhoods act as a residential density transition between conventional single family neighborhoods and higher density multi-family neighborhoods. The SFHD designation provides for a greater variety of single family residential units, allowing for both attached and detached housing options. Permitted residential uses within the SFHD designation include, but are not limited to, single family dwellings, and two family dwellings. Additionally, second dwelling units are allowed that may contribute to additional affordable housing options within the FPASP area. Neighborhood and community serving amenities are also permitted including parks, libraries, schools, community clubhouses, and emergency services facilities. Such facilities and amenities should be sited and designed as community focal points, be centrally located, and easily accessible.

The SFHD density range is from 4 to 7 dwelling units per gross acre and approximately 492-acres of the FPASP area are devoted to SFHD land use with a target unit count of 2,828 units. The SFHD residential land use designation is consistent with the SP-SFHD zoning category.

#### Multi-Family High Density

The Multi-Family High Density (MHD) residential designation is the highest density residential land use in the FPASP area. The MHD parcels are located adjacent to transit corridors, community commercial shopping, the FPASP Town Center, and the mixed-use neighborhood centers, to facilitate access to public transportation and add vitality to the FPASP Town Center and neighborhood center by increasing the resident population. Residential multiple-family dwellings allowed in this designation include, but are not limited to, apartments, condominiums, and townhomes. Additional uses permitted within this designation include parks, schools, and assisted living facilities. Such amenities should be sited and designed as integral to the neighborhood and complement the surrounding uses.

The MHD density range is 20 to 30 units per gross acre and approximately 51.0-acres of the FPASP area is devoted to MHD land use with a target unit count of 1,251 units. The MHD land use designation is consistent with the SP-MHD zoning category.

#### Industrial/Office Park

The Industrial/Office Park (IND/OP) designation is intended to provide areas for businesses; financial and professional services; limited retail uses; research and development and light

industrial and public uses. The IND/OP land use designation is provided to attract new businesses and jobs to the City in order to improve the FPASP area jobs/housing balance. Site development within the IND/OP land use designation is intended to be low density, well designed and sited to be compatible with the existing natural features of the FPASP area such as Alder Creek, oak woodlands, and hillsides. The FPASP area provides approximately 89.2 acres of this land use category and potentially 1.16 million square feet of building area.

Permitted uses include, but are not limited to, financial and insurance offices, laboratories, research and development facilities, medical and dental offices, printing and publishing shops, wholesale and distribution centers and restaurants. The IND/OP land use designation is consistent with the SP-IND/OP zoning district.

#### General Agricultural 80ac (Sacramento County)

The General Agricultural 80ac (GA 80) land use designation is consistent with the County of Sacramento's Agricultural-80 Acres (AG-80) zone. The purpose of the AG-80 zone is to promote long-term agricultural use and to discourage the premature and unnecessary conversion of agricultural land to urban uses. The AG-80 zone has a minimum parcel size of 80 gross acres.

#### **Jobs/Housing Balance**

The adopted FPASP land uses provide a variety of retail and wholesale commercial, light industrial and office-based land uses that would provide local jobs and contribute to the City's jobs/housing balance on a local and regional level. The simplest measure of jobs/housing balance is an index based on the ratio of employed residents (which is influenced by the number of homes) to jobs in the area. An index of 1.0 indicates a jobs/housing balance (i.e. available jobs equals the amount of employed residents). An index above 1.0 indicates that employment growth is outpacing housing growth; therefore, the area has more jobs than employed residents, and may suggest that many employees are commuting in from outside the community. An index below 1.0 indicates that housing growth is outpacing employment growth; therefore, the area has more employed residents than jobs and may suggest that many residents are commuting to jobs outside the community.

According to the FPASP EIR/EIS, the jobs/housing balance index for Folsom was 1.29 in 2005, and is projected to decrease to 1.23 in 2035.<sup>7</sup> Thus, although the City's jobs/housing balance index is expected to improve, the City would remain job rich. At build out, the FPASP area would feature as many as 10,210 dwelling units and up to 13,210 new jobs, resulting in approximately a 1.3 to 1 ratio of jobs to housing units, further increasing the City of Folsom's jobs/housing balance index. However, according to the City of Folsom's Final Housing Element adopted on October 22, 2013, SACOG's methodology for calculating the jobs/housing balance index has been updated. The jobs/housing balance index presented in the City of Folsom's Final Housing Element was calculated by dividing employment by an average 1.5 persons per household, as derived by SACOG. SACOG's methodology results in a ratio of jobs to workforce, compared to a ratio of jobs to housing units, which recognizes the need of more than one job per household. Using the methodology presented in the 2013 Final Housing Element, the City of Folsom is not job rich, and has a current jobs/household balance index of 0.96.<sup>8</sup> Using



this methodology, the FPASP alone would have a jobs/household balance index of 0.86 ( $13,210/[10,210 \times 1.5] = 0.86$ ).

## Regional Housing Needs

The RHNA prepared by SACOG establishes the total number of housing units that each city and county must plan for within an eight-year planning period. According to the U.S. Department of Housing and Urban Development (HUD), housing is classified as “affordable” if households do not pay more than 30 percent of income for payment of rent (including utilities) or monthly homeownership costs (including mortgage payments, taxes, and insurance). According to HUD, the median family income for a four-person household in the Sacramento Primary Metropolitan Statistical Area (PMSA) was \$76,100 in 2012.<sup>9</sup> The City of Folsom defines low and very low income units as follows:

- **Low-Income Unit:** is one that is affordable to a household whose combined income is at or between 50 and 80 percent of the median income as established by HUD for the Sacramento PMSA.
- **Very Low-Income Unit:** is one that is affordable to a household whose combined income is at or lower than 50 percent of the median income as established by HUD for the Sacramento PMSA.

Income limits for larger or smaller households were higher or lower, respectively, and are calculated using a formula developed by HUD (see Table 4.5-1). A household of four is considered to be low-income in Folsom if the combined income is \$60,900 or less for the year 2012. A household of four is considered to be very low-income in Folsom if the combined income is \$38,050 or less for the year 2012.

| <b>Table 4.5-1</b>  |                             |          |          |          |          |
|---|-----------------------------|----------|----------|----------|----------|
| <b>HUD Income Limits for the Sacramento PMSA based on Persons per Household</b> |                             |          |          |          |          |
| <b>Income Categories</b>  | <b>Person per Household</b> |          |          |          |          |
|   | <b>1</b>                    | <b>2</b> | <b>3</b> | <b>4</b> | <b>5</b> |
| Extremely Low-Income  | \$16,000                    | \$18,300 | \$20,600 | \$22,850 | \$24,700 |
| Very Low-Income   | \$26,650                    | \$30,450 | \$34,250 | \$38,050 | \$41,100 |
| Low-Income  | \$42,650                    | \$48,750 | \$54,850 | \$60,900 | \$65,800 |
| Median-Income   | \$53,287                    | \$60,947 | \$68,607 | \$76,100 | \$82,261 |
| Moderate-Income   | \$63,960                    | \$73,080 | \$82,200 | \$91,320 | \$98,640 |
| <i>Source: Folsom Housing Element, 2013.</i>                                    |                             |          |          |          |          |

On October 22, 2013, the City of Folsom adopted a comprehensive update of the 2009 Housing Element. According to the 2013 City of Folsom’s Final Housing Element, the City’s RHNA numbers for combined low and very low income level is 2,072 dwelling units (see Table 4.5-2).<sup>10</sup>

| <b>Table 4.5-2<br/>City of Folsom Regional Housing Needs Allocations by Income Category</b>  |                                |                        |          |                   |          |                 |          |                       |          |                                  |          |
|--|--------------------------------|------------------------|----------|-------------------|----------|-----------------|----------|-----------------------|----------|----------------------------------|----------|
| <b>Jurisdiction</b>  | <b>Total Units<sup>1</sup></b> | <b>Very Low Income</b> |          | <b>Low Income</b> |          | <b>Moderate</b> |          | <b>Above Moderate</b> |          | <b>Combined Low and Very Low</b> |          |
|  |                                | <b>#</b>               | <b>%</b> | <b>#</b>          | <b>%</b> | <b>#</b>        | <b>%</b> | <b>#</b>              | <b>%</b> | <b>#</b>                         | <b>%</b> |
| Folsom   | 4,633                          | 1,218                  | 26.3     | 854               | 18.4     | 862             | 18.6     | 1,699                 | 36.7     | 2,072                            | 44.7     |
| Sac County   | 58,386                         | 13,166                 | 22.5     | 9,231             | 15.8     | 10,858          | 18.6     | 25,131                | 43.0     | 22,397                           | 38.4     |
| Note:<br>1. Total number of units (based on proportion of Metropolitan Transportation Plan/Sustainable Communities Strategy 2020 projection) |                                |                        |          |                   |          |                 |          |                       |          |                                  |          |
| <i>Source: Folsom Housing Element, 2013.</i>   |                                |                        |          |                   |          |                 |          |                       |          |                                  |          |

As part of the vacant land inventory analysis, the Housing Element stated sites with land use designation of MHD and Mixed Use (MU) were inventoried as available for low- and very low-income residential development. According to the adopted Housing Element, the City has more than enough land designated MHD, which allows up to 30 units per acre, to accommodate the lower-income RHNA during the RHNA projection period (i.e., through October 31, 2021).<sup>11</sup> It should be noted the adopted land uses within the proposed project site do not include MHD or MU.

### 4.5.3 REGULATORY SETTING

Specific federal or State regulations do not directly pertain to land use and planning of an area. The State Implementation Plan is applicable to the proposed project; however, as discussed below, the plan is associated with air quality and is, thus, addressed in further detail in the Air Quality and Climate Change chapter of this EIR. However, a number of existing local goals and policies that are listed below are applicable.

#### State Implementation Plan

The State Implementation Plan (SIP) is an air quality control plan required by the federal Clean Air Act (CAA) for areas that violate the National Ambient Air Quality Standards (NAAQS). The SIP contains the strategies and control measures for states to use to attain the NAAQS. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. An Operational Air Quality Mitigation Plan (OAQMP) was prepared for the FPASP in response to the required SIP. Refer to the Air Quality and Climate Change chapter of this EIR (Impact 4.2-2) for the proposed project's consistency with the adopted OAQMP.

#### SACOG Blueprint Project

In 2002 SACOG, in partnership with the region's six counties and cities, launched the Blueprint Project. The Blueprint Project is a comprehensive program that strives to examine how transportation planning and funding could be better linked to land use planning, and to explore alternatives to current land use/transportation patterns for future growth through 2050.

The SACOG Board of Directors adopted the “Preferred Blueprint Scenario” in December 2004, which is a vision for growth in the Sacramento region that promotes compact, mixed-use development and more transit choices as an alternative to low-density development. The “Preferred Scenario” depicts how more compact development patterns and planning for transit options might result in less overall acres developed and less traffic congestion. In particular, the “Preferred Scenario” emphasizes land use patterns that place future residents closer to jobs, and promotes a variety of transportation modes.

### **City of Folsom General Plan**

The City of Folsom General Plan land use goals and policies relating to the physical environment that are applicable to the proposed project are presented below.

Goal 1            To retain and enhance Folsom's quality of life, separate identity and sense of community. Folsom's identity and quality of life are defined by:

1. The diverse natural setting, including the American River, its tributary streams, natural vegetation, topography, native wildlife, and other unique features of the landscape.
2. Developed parks and open space.
3. The historic district and other historic places throughout the community.
4. The State prison site, which provides a large, visual open area in the City.
5. The physical form of Folsom's neighborhoods.
6. Ease of movement.
7. Public access to pedestrian and bicycle trails.

Policy 1.1            New development shall preserve and/or enhance to the maximum degree feasible, the existing natural vegetation, landscape features and open space, consistent with the Goals and Policies of this Plan.

Policy 1.2            Existing viewsheds and opportunities for viewsheds should be incorporated into the design of new developments.

Policy 1.3            Each residential neighborhood should be planned with at least one park/recreational/school area within approximately one half mile of each residential unit.

Policy 1.4            Each new residential development shall be encouraged to provide pedestrian and bicycle access to parks or schools located within or near the development.

Policy 1.5            Each new residential development shall be designed with a system of local streets, collector streets, and access to an arterial road that protects the residents from through traffic.

Goal 2 To ensure that the City exercise appropriate controls over the planning process.

Policy 2.2 The City will prepare Area or Specific Plans as appropriate to further refine the standards and regulations for development.

Goal 4 To provide opportunities for residents to live, work, shop, and enjoy leisure activities within the City.

Policy 4.4 The City will expand its system of parks, open spaces, and recreational facilities as new development proceeds.

### City of Folsom Final Housing Element

On October 22, 2013, the City of Folsom adopted the City of Folsom Final Housing Element, a comprehensive update of the 2009 Housing Element. The 2013 Housing Element's purpose is to determine the adequacy of land for very low- and low-income households. Housing elements must include an analysis that demonstrates the appropriate density to encourage and facilitate the development of housing for lower-income households and identify sites that can accommodate a local government's share of the RHNA for lower-income households.

The statute (Government Code Section 65583.2(c)(3)), allows the use of the "default density standards" that are "deemed appropriate" in State law to accommodate housing for lower-income households given the type of the jurisdiction. Based on the release of the 2010 Census, which showed the population for the Sacramento PMSA exceeded two million, Folsom is now considered a "metropolitan jurisdiction" with a default density standard of 30 units per acre. The City of Folsom has opted to rely on the default density standard of 30 units per acre to demonstrate it has adequate sites to accommodate the lower-income share of the RHNA.

### **Folsom Plan Area Specific Plan**

The FPASP incorporates a number of objectives and related policies intended to guide the development of the FPASP area. Objectives and policies related to land use and planning are presented below.

### Land Use and Zoning

Objective 4.1 Develop a distinct FPASP Town Center that acts as both a community focal point and destination attraction, and also helps to create a unique Plan Area identity.

Objective 4.2 Locate commercial centers, public buildings, parks, and schools within walking distance of residential neighborhoods.

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

Objective 4.4 Provide required park sites throughout the Plan Area that are linked by sidewalks, bike paths and trails to promote pedestrian and bicycle usage.

Objective 4.5 Provide required school sites within walking distance of residential neighborhoods in the Plan Area to accommodate the needs of future residents.

Objective 4.6 Provide a public transit corridor that connects transit oriented developments of higher density residential uses to commercial, light industrial/office park and office uses and offers opportunities for regional transit connections.

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 4.2 Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.

Policy 4.3 Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.

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 FPASP area shall not exceed 10,210. The number of units within individual residential land use parcels may vary, so long as the number of units falls within the allowable density range for that land use designation.

Policy 4.7 Transfer of dwelling units is permitted between residential parcels as long as 1) the maximum density within each land use category is not exceeded unless rezoned, and 2) the overall FPASP dwelling unit maximum (10,210) is not exceeded.

Policy 4.8 Each new residential development shall be designed with a system of local streets, collector streets, and access to an arterial road that protects the residents from through traffic.

Policy 4.9 Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community

park are encouraged to develop one or more local parks as needed to provide convenient resident access to children's play areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.

- Policy 4.15                      Thirty percent of the FPASP area shall be preserved and maintained as natural open space, consistent with Article 7.08.C of the Folsom City Charter.
- Policy 4.16                      The open space land use designation shall provide for the permanent protection of preserved wetlands.
- Policy 4.17                      Land shall be reserved for parks as shown in Figure 4.1 – Land Use Diagram of the FPASP and Table 4.1 – Land Use Summary of the FPASP. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown on Figure 4.1 of the FPASP. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.
- Policy 4.18                      Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (General Plan Policy 35.8) of 5 acres of parks for every 1,000 residents.
- Policy 4.19                      Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the City shall verify that parks are provided in the appropriate locations and that they are accessible to residents via sidewalks, bike paths and trails.
- Policy 4.20                      Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.
- Policy 4.21                      Land shall be reserved for public services and facilities, as required by the City of Folsom. Public services and facilities sites shall be in the general locations as shown in Figure 4.1 – Land Use Diagram of the FPASP.

- Policy 4.22 Land shall be reserved for schools as required by the City of Folsom and the Folsom-Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.1 – Land Use Diagram of the FPASP and have comparable acreages as established in Table 4.1 of the FPASP.
- Policy 4.24 All Public/Quasi-Public sites shown on Figures 4.1 and 4.2 of the FPASP may be relocated or abandoned as a minor administrative modification of the FPASP. The land use and zoning of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area residential units exceed 10,210.

### *Housing Strategies*

- Policy 18.1 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 18.4 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 18.5 The City shall designate future sites for higher-density housing near transit stops, commercial services, and schools, when feasible.

## **4.5.4 IMPACTS AND MITIGATION MEASURES**

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This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to land use and planning.

### **Standards of Significance**

Consistent with Appendix G of the CEQA Guidelines, the City's General Plan, the FPASP, and professional judgment, a significant impact would occur if the proposed project would result in the following:

- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect.

It should be noted that, as presented in the Introduction to Analysis chapter of this EIR, the Initial Study prepared for the proposed project (see Appendix C) determined that development of the proposed project would result in no impact related to the following:

- Physically divide an established community; and
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Accordingly, impacts related to the above are not further analyzed or discussed in this EIR chapter.

## Method of Analysis

The Land Use impact evaluation qualitatively compares the uses proposed for the project to the existing and other proposed uses in the vicinity of the project site in order to determine if proposed land uses are compatible with existing or proposed uses. The determination of compatibility is based on the anticipated environmental effects of proposed uses and the sensitivity of adjacent uses to those effects. Existing land uses in the project vicinity were identified based on a site visit and information provided by the City; and planned land uses for the project site were identified based on information provided by the project applicant. The evaluation also assesses the consistency of the proposed project with the goals and policies of the City's General Plan and the FPASP, as well as other applicable local environmental and planning documents.

As stated above the jobs/housing balance is an index based on the ratio of employed residents (which is influenced by the number of homes) to jobs in the area. An index of 1.0 indicates a jobs/housing balance (i.e. available jobs equals the amount of employed residents). An index above 1.0 indicates that employment growth is outpacing housing growth. An index below 1.0 indicates that housing growth is outpacing employment growth. The methodology applied for calculating the jobs/housing balance index is based on SACOG's current methodology. SACOG's methodology results in a ratio of jobs to workforce, compared to a ratio of jobs to housing units, which recognizes the need of more than one job per household.

## Project-Specific Impacts and Mitigation Measures

The following discussion of land use and planning impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

### **4.5-1 Project compatibility with surrounding land uses. Based on the analysis below, the impact is *less than significant*.**

The determination of compatibility of land uses typically relies on a general discussion of the types of adjacent uses to a proposed project and whether any sensitive receptors exist either on the adjacent properties or associated with the proposed project. Incompatibilities typically exist when uses such as residences, parks, churches, and



schools are located adjacent to more disruptive uses such as heavy industrial, major transportation corridors, and regional commercial centers where noise and traffic levels may be high. The identification of incompatible uses occurs if one land use is anticipated to disrupt an existing or planned use of an adjacent property.

Approval of the project would result in the development of a 429.7-acre Planned Development, including the construction of 875 residential units on 216.9 acres, 164 acres of parks and open space, 14.3 acres of public/quasi-public uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over 3 phases of development.

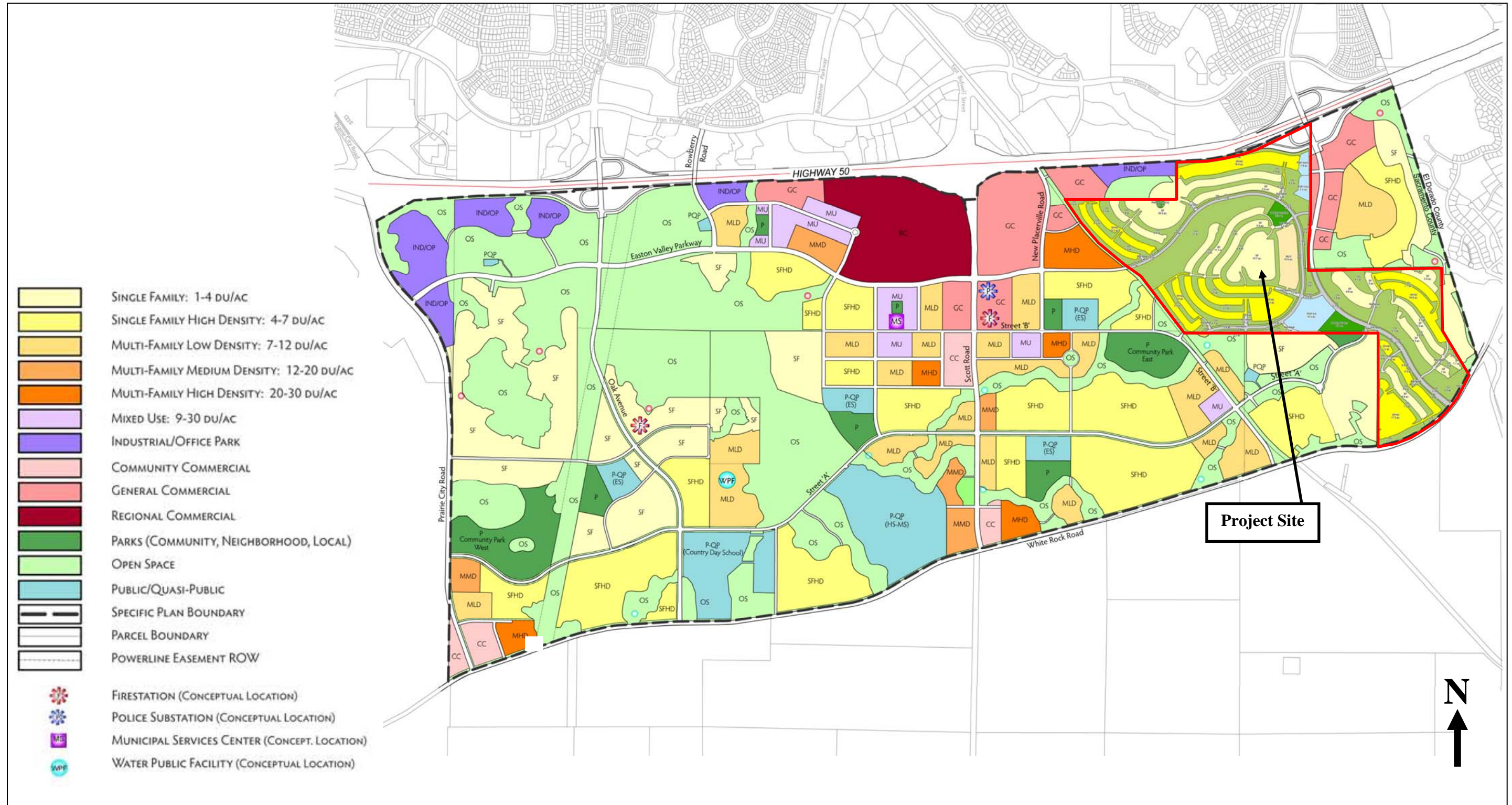
The existing land uses surrounding the proposed Russell Ranch project site include single family residential development and several major retail stores across US 50 to the north; vacant grasslands with the City of Folsom and El Dorado County housing developments to the east; open grasslands across White Rock Road to the south; and the open grasslands to the west across old Placerville Road. As stated above and shown in Figure 4.5-4, the FPASP does include planned commercial uses to the northwest of the project site; however, at the time of this CEQA analysis, an application has not been submitted for commercial land uses.

Empire Ranch in Folsom, the nearest developed residential area is located over 400 feet north of the project site, north of US 50. In addition, a nearby developed residential area is located approximately 850 feet to the east of the project site, east of the Sacramento/El Dorado County boundary within the unincorporated community of El Dorado Hills. Residential uses adjacent to other residential uses typically do not pose incompatibility issues.

As stated above, the project site has four existing structures (towers) located on 2.6 acres of P-QP near the northeastern hilltop of the project site with various radio and wireless telecommunication antennas attached. However, the area surrounding the four towers is designated as OS and provides an open space buffer between the towers and the planned residential units. As a result, the four existing telecommunication towers would not pose incompatibility issues with the proposed development.

The nearest existing commercial development is north of the project site, north of US 50. In addition, the proposed project includes an open space buffer along the northern edge of the project site to serve as a buffer between the residential uses of the proposed project and the US 50 transportation corridor. Therefore, potential land use incompatibilities between the existing commercial development to the north and the proposed residential development from the project would not occur. Potential noise issues generated from US 50 are addressed in detail the Noise chapter of this EIR. The rail line, known as the SPTC, to the west has not been in commercial service for almost 30 years and does not have active freight or passenger rail use; however, the rail line does have intermittent use by a local rail preservation organization for maintenance or recreational train rides on the weekends using small to mid-size rail cars.

**Figure 4.5-4**  
**Proposed Russell Ranch and Surrounding Folsom Plan Area Specific Plan Land Use**



The potential noise generated from the rail line is addressed in more detail in the Noise chapter of this EIR. The Noise chapter predicted railroad noise levels to be 55 dBA  $L_{dn}$  without a noise barrier, which does not exceed the City of Folsom 60 dB  $L_{dn}$  exterior noise level standard. As a result, a land use incompatibility in regards to train noise and vibration would not occur.

Potential physical environmental impacts related to noise, police protection, and traffic are addressed in Chapters 4.6, 4.7, and 4.8, respectively. Because development of the project would occur adjacent to other existing and future residential uses to the west, east and south; an open space buffer exists between the proposed project and US 50 to the north; implementation of the proposed project would have a *less-than-significant* impact on surrounding land uses. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development, resulting in similar compatibility impacts as the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.5-2 Consistency with any applicable land use plan, policy, or regulation. Based on the analysis below, the impact is *less than significant*.**

The proposed project requires the following entitlements: General Plan Amendment, Specific Plan Amendment, Amendment to the First Amended and Restated Development Agreement (Amendment to the ARDA), Vesting Tentative Large-Lot and Small-Lot Subdivision Maps, Planned Development Permit/Planned Development Guidelines, and Affordable Housing Plan and Agreement. The proposed land use and zoning changes would result in a decrease in SF, the addition of new SFHD, decrease in MLD, elimination of MMD, elimination of GC, and an increase in P, OS, and P-QP from the land uses approved for the site in the FPASP (see Table 4.5-3 and Figure 4.5-5). Generally the land use changes would reduce the overall number of residential units by 244, and eliminate 380,061 square feet of planned commercial uses.

Folsom General Plan and FPASP

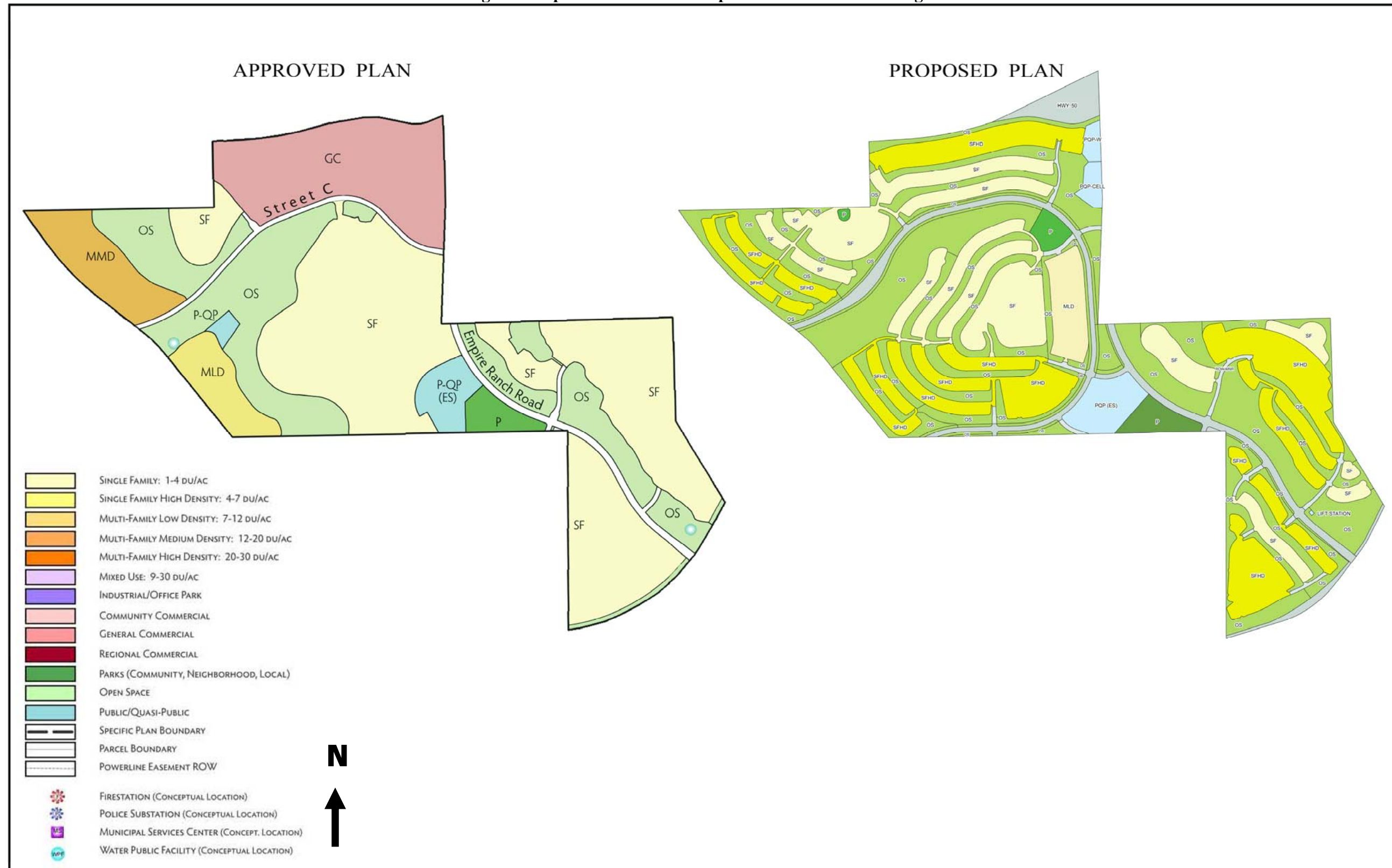
Table 4.5-4 lists the applicable Folsom General Plan and FPASP policies related to land use and includes a discussion of the project's compliance with the policies. As demonstrated in Table 4.5-4, the project design is generally consistent with the relevant policies of the Folsom General Plan and the FPASP.

**Table 4.5-3  
 Russell Ranch Land Use Summary**

| Adopted FPASP Land Use Totals |              |              |         | Proposed Land Use Totals |              |            |        |
|-------------------------------|--------------|--------------|---------|--------------------------|--------------|------------|--------|
| Land Use                      | Acres        | Units        | Sq. Ft  | Land Use                 | Acres        | Units      | Sq. Ft |
| SF                            | 191.6        | 574          |         | SF                       | 88.2         | 281        |        |
| SFHD                          | 0            |              |         | SFHD                     | 116.7        | 480        |        |
| MLD                           | 15.2         | 139          |         | MLD                      | 12.0         | 114        |        |
| MMD                           | 22.2         | 406          |         | MMD                      |              |            |        |
| GC                            | 59.5         |              | 380,061 | GC                       |              |            |        |
| OS                            | 98.7         |              |         | OS                       | 102.1        |            |        |
| OS - Slope                    |              |              |         | OS - Slope               | 53.1         |            |        |
| P-Neighborhood                | 6.5          |              |         | P-Neighborhood           | 5.3          |            |        |
| P-Private                     |              |              |         | P-Private                | 3.5          |            |        |
| P-QP (ES)                     | 10           |              |         | P-QP (ES)                | 9.7          |            |        |
| P-QP (W)                      | 1.8          |              |         | P-QP (W)                 | 1.9          |            |        |
| P-QP (Cell)                   |              |              |         | P-QP (Cell)              | 2.6          |            |        |
| P-QP (Lift Sta.)              |              |              |         | P-QP (Lift Sta.)         | 0.1          |            |        |
| Backbone ROW                  | 16.6         |              |         | Backbone ROW             | 20.5         |            |        |
| Minor ROW                     |              |              |         | Minor ROW                | 6.4          |            |        |
| US 50 Interchange ROW         | 7.6          |              |         | US 50 Interchange ROW    | 7.6          |            |        |
| <b>Total</b>                  | <b>429.7</b> | <b>1,119</b> |         | <b>Total</b>             | <b>429.7</b> | <b>875</b> |        |



**Figure 4.5-5**  
**Existing and Proposed Russell Ranch Specific Plan Land Use Designations**



**Table 4.5-4  
City of Folsom General Plan and FPASP Policy Discussion**

| Policy  | Project Consistency   |
|---|---|
| Folsom General Plan   |   |
| <b>Policy 1.1:</b> New development shall preserve and/or enhance to the maximum degree feasible, the existing natural vegetation, landscape features and open space, consistent with the Goals and Policies of this Plan. | The proposed project would include 5.3 acres of neighborhood parkland, 3.5 acres of private parkland, and preserve 102.1 acres of natural open space.   |
| <b>Policy 1.2:</b> Existing viewsheds and opportunities for viewsheds should be incorporated into the design of new developments.   | The proposed project includes the preservation of 102.1 acres of natural open space and is required to follow the standards set forth by the City of Folsom Hillside Development Guidelines and the FPASP Hillside Standards.   |
| <b>Policy 1.3:</b> Each residential neighborhood should be planned with at least one park/recreational/school area within approximately one half mile of each residential unit.   | The proposed project includes 155.2 acres of open space throughout the project site, 102.1 acres of such would be preserved as natural open space and 53.1 of such would be for the landscaped slopes between tiers of lots. In addition, the proposed project includes 5.3 acres of neighborhood parkland, 3.5 acres of private parkland, and the development of a 9.7-acre centrally located elementary school; therefore, each residential neighborhood would be located within approximately one half mile of at least one park/recreational/school area. |
| <b>Policy 1.4:</b> Each new residential development shall be encouraged to provide pedestrian and bicycle access to parks or schools located within or near the development.  | The proposed project includes the construction of Class I and II Bike Trails, and Open Space Trails, in addition to sidewalks throughout the development to provide easy pedestrian access to the elementary school and designated parkland (refer to Figure 3-9, Bicycle and Pedestrian Circulation).  |
| <b>Policy 1.5:</b> Each new residential development shall be designed with a system of local streets, collector streets, and access to an arterial road that protects the residents from through traffic.                 | As can be seen on Figure 3-5, Project Phasing Plan, in the Project Description chapter of this EIR, arterial and neighborhood streets would be constructed to serve the proposed project, which would protect the residents from through traffic.   |
| <b>Policy 4.4:</b> The City will expand its system of parks, open spaces, and recreational facilities as new development proceeds.  | The proposed project would provide active and passive recreational and open space that integrates housing with increased public open spaces, enhances the regional recreational trail network, and provides for an active public park area as well as a private recreational facility. Should the Folsom City Council approve the General Plan/Specific Plan  |

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**Table 4.5-4  
City of Folsom General Plan and FPASP Policy Discussion**

| Policy  | Project Consistency  |
|---|--|
|   | Amendment, the proposed project would decrease the amount of neighborhood parkland on-site from 6.5 acres to 5.3 acres, but would include 3.5 acres of private parkland. In addition, the proposed project would increase the amount of natural open space on-site from 98.7 acres to 102.1 acres.   |
| <b>Folsom Plan Area Specific Plan</b>   |  |
| <b>Policy 4.1:</b> 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. | The proposed project provides a neighborhood designed in a grid-like pattern to the extent that the terrain allows. The project includes the construction of Class I and II Bike Trails, and Open Space Trails, in addition to sidewalks on all streets throughout the development and provides linkages to adjoining projects (refer to Figure 3-9, Bicycle and Pedestrian Circulation).  |
| <b>Policy 4.2:</b> Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.  | The proposed project would include 5.3 acres of neighborhood parkland, 3.5 acres of private parkland, and 102.1 acres of natural open space. In addition, the proposed project would include the development of 9.7-acre elementary school. The proposed project includes the construction of Class I and II Bike Trails, and Open Space Trails, in addition to sidewalks throughout the development to provide easy pedestrian access to the elementary school and designated parkland (refer to Figure 3-9, Bicycle and Pedestrian Circulation). |
| <b>Policy 4.3:</b> Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.  | The proposed project includes the construction of new sidewalks, bike trails and pedestrian trails that would provide at least two points of access into all open space areas adjacent to residential neighborhoods (refer to Figure 3-9, Bicycle and Pedestrian Circulation).   |
| <b>Policy 4.4:</b> Provide a variety of housing opportunities for residents to participate in the home-ownership market.  | The proposed project would include the development of 281 SF residential units, 480 SFHD residential units, and 114 MLD residential units, which would provide a variety of housing opportunities for residents to participate in the home-ownership market.   |
| <b>Policy 4.6:</b> As established by the FPASP, the total number of dwelling units for the FPASP area shall not exceed 10,210. The number of units within individual residential land use parcels may vary, so long as the  | The proposed project may be the first development within the FPASP and would include the construction of 875 residential units. The residential units consist of: 281 SF units on 88.2 acres, resulting in 3.2   |

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**Table 4.5-4**  
**City of Folsom General Plan and FPASP Policy Discussion**

| <b>Policy</b>   | <b>Project Consistency</b>   |
|---|--|
| number of units falls within the allowable density range for that land use designation.   | dwelling units per acre (du/ac) (SF allows for 1-4 du/ac); 480 SFHD units on 116.7 acres, resulting in 4.1 du/ac (SFHD allows for 4-7 du/ac); and 114 MLD units on 12 acres, resulting in 9.5 du/ac (MLD allows for 7-12 du/ac). The proposed project is reducing the total number of units by 244 from what is currently adopted in the FPASP for the Russell Ranch property. |
| <b>Policy 4.7:</b> Transfer of dwelling units is permitted between residential parcels as long as 1) the maximum density within each land use category is not exceeded unless rezoned, and 2) the overall FPASP dwelling unit maximum (10,210) is not exceeded.   | The overall dwelling unit maximum of 10,210 for the FPASP area would be monitored by the City as the FPASP develops. The proposed project includes the development of 875 residential units, which is a reduction of 244 units from what is currently adopted in the FPASP for the Russell Ranch site.   |
| <b>Policy 4.9:</b> Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children's play areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP. | The proposed project includes 5.3 acres of neighborhood and 3.5 acres of private parkland divided into three sites. The designated parkland areas shall be consistent with Policy 4.9 in the FPASP and would be maintained by a landscape and lighting district or homeowner's association.  |
| <b>Policy 4.15:</b> Thirty percent of the FPASP area shall be preserved and maintained as natural open space, consistent with Article 7.08.C of the Folsom City Charter.  | The proposed project is proposing to exceed the amount of open space that was anticipated for the Russell Ranch site in the FPASP by 3.4 acres; therefore, the overall 30 percent of natural open space preservation that is required per Article 7.08.C of the Folsom City Charter would not be affected.   |
| <b>Policy 4.16:</b> The open space land use designation shall provide for the permanent protection of preserved wetlands.   | The majority of on-site wetlands would be preserved in the 102.1 acres of natural open space. The minor amount of wetlands that could be impacted would be mitigated to a less-than-significant level by mitigation measures 4.3-3(a-c) in the Biological Resources chapter of this EIR.   |
| <b>Policy 4.17:</b> Land shall be reserved for parks as shown in Figure 4.1 – Land Use Diagram of the FPASP and Table 4.1 – Land Use Summary of the FPASP. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown  | As can be seen on Figure 4.5-5, the proposed park would remain within 1/8 of a mile of the locations shown on Figure 4.1 of the FPASP, adjacent to the proposed elementary school site. In addition, the proposed project includes the construction of two additional designated   |

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**Table 4.5-4  
City of Folsom General Plan and FPASP Policy Discussion**

| Policy   | Project Consistency  |
|--|--|
| on Figure 4.1 of the FPASP. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.   | park sites.  |
| <b>Policy 4.18:</b> Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (General Plan Policy 35.8) of 5 acres of parks for every 1,000 residents.  | The proposed project parkland is consistent with Figure 9.1, Parks Plan in the approved and adopted FPASP. In addition, the FPASP states that additional local parks, beyond those required for park land dedication, are allowed in the FPASP area; however, no additional or substituted park land dedication credit will be granted. The proposed project would decrease the amount of neighborhood parkland on-site from 6.5 acres to 5.3 acres, but would include 3.5 acres of private parkland.. |
| <b>Policy 4.19:</b> Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the City shall verify that parks are provided in the appropriate locations and that they are accessible to residents via sidewalks, bike paths and trails. | The proposed project includes 5.3 acres of neighborhood parkland, 3.5 acres of private parkland, and 102.1 acres of natural open space. The parks and open space areas throughout the project site are connected with sidewalks, bike paths, and trails. City staff has reviewed the tentative subdivision map and approved the locations of the proposed parkland.  |
| <b>Policy 4.20:</b> Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.   | As can be seen on Figure 4.5-5, the proposed park would remain adjacent to the proposed Elementary School site.  |
| <b>Policy 4.21:</b> Land shall be reserved for public services and facilities, as required by the City of Folsom. Public services and facilities sites shall be in the general locations as shown in Figure 4.1 – Land Use Diagram of the FPASP.   | The Russell Ranch proposed Elementary School site remains in the same location as shown in Figure 4.1 – Land Use Diagram of the FPASP. While land is reserved for the storage water tank, upon additional analysis, the location has been shifted to the eastern edge of the project site, adjacent to the 2.6-acre cell towers site. The proposed project also includes the relocation of a sewer lift station.   |
| <b>Policy 4.22:</b> Land shall be reserved for schools as required by the City of Folsom and the Folsom-Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.1 – Land Use Diagram of the FPASP and have comparable acreages as established in Table 4.1 of the FPASP.  | The Russell Ranch proposed 9.7-acre Elementary School site remains in the same location as shown in Figure 4.1 – Land Use Diagram of the FPASP.  |

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**Table 4.5-4  
City of Folsom General Plan and FPASP Policy Discussion**

| Policy  | Project Consistency   |
|---|---|
| <b>Policy 4.24:</b> All Public/Quasi-Public sites shown on Figures 4.1 and 4.2 of the FPASP may be relocated or abandoned as a minor administrative modification of the FPASP. The land use and zoning of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area residential units exceed 10,210. | As can be seen on Figure 4.5-5, the Russell Ranch Project includes relocation of the 1.9-acre storage water tank site to the eastern edge of the project site, adjacent to the 2.6-acre cell towers site. The vacated water tank storage site would revert to the proposed lowest adjacent residential land use with project implementation, and will not exceed the approved residential units. Refer to 4.7 Policy Discussion above regarding the overall dwelling unit maximum monitoring. |
| <b>Policy 18.1:</b> 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.   | The proposed project includes 875 residential units. The residential units range in density and consist of: 281 SF units on 88.2 acres, resulting in 3.2 dwelling units per acre (du/ac); 480 SFHD units on 116.7 acres, resulting in 4.1 du/ac; and 114 MLD units on 12 acres, resulting in 9.5 du/ac.   |
| <b>Policy 18.4:</b> The City shall encourage home builders to develop their projects on multi-family-designated land at the high end of the applicable density range.   | The proposed project includes 114 MLD units on 12 acres, resulting in 9.5 du/ac (MLD allows for 7-12 du/ac).  |
| <b>Policy 18.5:</b> The City shall designate future sites for higher-density housing near transit stops, commercial services, and schools, when feasible.   | The proposed project includes the development 114 MLD and 480 SFHD units on 128.7 acres. The MLD residential use and a large portion of the SFHD residential uses are located adjacent to the proposed elementary school site.  |

### Folsom Municipal Code

The 429.7-acre Russell Ranch Project site is currently zoned SP-SF, SP-MMD, SP-GC, SP-P, SP-OS, SP-P-QP. The proposed zoning changes would result in a decrease in SP-SF, the addition of new SP-SFHD, decrease in SP-MLD, elimination of SP-MMD, elimination of SP-GC, and an increase in SP-P, SP-OS, and SP-P-QP from the land uses approved for the site in the FPASP.

### Jobs/Housing Balance

In 2010, the FPASP EIR/EIS addressed the City of Folsom's jobs/housing balance based on SACOG data and methodology. As stated above, the FPASP EIR/EIS, the jobs/housing balance index for Folsom was 1.29 in 2005, and is projected to decrease to 1.23 in 2035. At build out, the FPASP area would feature as many as 10,210 dwelling units and up to 13,210 new jobs, resulting in approximately a 1.3 to 1 ratio of jobs to housing units ( $13,210/10,210 = 1.3$ ), further increasing the City of Folsom's jobs/housing balance index.

In 2012, SACOG updated the methodology for calculating the jobs/housing balance index. The updated jobs/housing balance index is calculated by dividing employment by an average 1.5 persons per household (assuming on average, 1.5 workers per dwelling unit). SACOG's methodology results in a ratio of jobs to workforce, compared to a ratio of jobs to housing units, which recognizes the need of more than one job per household. Using the updated SACOG methodology, the City of Folsom has a current jobs/household balance index of 0.96.<sup>12</sup> Using this methodology, the FPASP alone would have a jobs/household balance index of 0.86 ( $13,210/[10,210 \times 1.5] = 0.86$ ).

Due to the project site comprised of hillside slopes, hilltops, and valleys the project site is not conducive for commercial development and site access would not be sufficient. Commercial development requires large lots on flat ground and grading of such a large area is not economically feasible. In addition, the proposed project would reduce the number of dwelling units compared to what could be built under the FPASP current land use designation. The resultant job/housing balance index, based on 2012 SACOG data, with the implementation of the proposed project would be  $(34,920/[25,235 \times 1.5] = 0.92)$ . According to the City of Folsom's Community Development Director, the City of Folsom does not have an adopted jobs/housing balance goal and the removal of 380,061 square feet of GC from project development would still result in an acceptable jobs/housing balance index.<sup>13</sup>

### Regional Housing Needs

As stated above, MMD allows development up to 20 units per acre, which is financially feasible for affordable housing. However, the City of Folsom has opted to rely on 30 units per acre to demonstrate it has adequate sites to accommodate the lower-income share of the RHNA. The City of Folsom has more than enough land designated MHD, which allows up to 30 units per acre, to accommodate the lower-income RHNA during

the RHNA projection period. Therefore, because the adopted FPASP land uses within project site were not included as part of the RHNA land inventory for low- or very low-income housing units, the proposed project's land use and zoning changes that would result in the decrease of MLD and the elimination of MMD would not impact the City of Folsom's affordable housing potential.

In addition, the project proponent is requesting an Affordable Housing Agreement and Affordable Housing Plan in lieu of providing affordable housing on-site. The project proponent will work with the City to determine the affordable housing requirements, which would be met through options set forth in Chapter 17.104.060. The affordable housing requirement commitments would be memorialized in an affordable housing agreement as required by Folsom Municipal Code section 17.104.100(C).

### Blueprint Project

As described above, the SACOG Blueprint Project is a comprehensive program that strives to examine how transportation planning and funding could be better linked to land use planning. The "Preferred Blueprint Scenario" includes the following seven growth principles:

- Transportation Choices;
- Mixed-Use Developments;
- Compact Development;
- Housing Choice and Diversity;
- Use of Existing Assets;
- Quality Design; and
- Natural Resource Conservation.

The proposed project is generally consistent with the SACOG Blueprint Project and would implement several of the growth principles from the "Preferred Scenario". The proposed project includes the construction of Class I and II Bike Trails, and Open Space Trails, in addition to sidewalks throughout the development to provide easy pedestrian access and would encourage people to walk and ride bicycles. In addition, transit corridor is required to be established for the FPASP that would link the town and neighborhood centers, the regional commercial center, and the proposed higher density residential and mixed-use areas of the community to a future off-site regional transit system that includes connections to the RT light rail system. The Transit Corridor shall serve as the backbone of the FPASP transit system to provide all residents with access to public transit. With the development of 281 SF residential units, 480 SFHD residential units, and 114 MLD residential units, the proposed project would provide a variety of housing opportunities where people could live and participate in the home-ownership market. The high quality design of the proposed project, such as the relationship to the street, setbacks, placement of garages, sidewalks, landscaping, the aesthetics of building design, and the design of the public right-of-way (i.e. the sidewalks, connected streets and paths, bike lanes, and

the width of streets). Furthermore, the proposed project incorporates the use of open space (such as parks, trails, and greenbelts).

### Conclusion

As shown in Table 4.5-4, the proposed project is generally consistent with the applicable Folsom General Plan and FPASP policies related to land use. The proposed project is reducing the number of dwelling units compared to what could be built under the FPASP current land use designation, and commercial uses on hillside are not preferable for site access. Removal of 380,061 square feet of GC from project development would decrease the City's jobs/housing balance index; however, the proposed project would also reduce the number of dwelling units compared to what could be built under the FPASP current land use designation. Accordingly, the resultant jobs/housing balance for the City of Folsom would be 0.92 and considered acceptable. In addition, the proposed project's land use and zoning changes would not impact the City's potential affordable housing sites, and the City of Folsom could still meet the RHNA numbers established by SACOG. Furthermore, the project proponent is requesting an Affordable Housing Plan and Agreement and the project is generally consistent with the SACOG Blueprint Project. Therefore, should the Folsom City Council approve the requested entitlements, implementation of the proposed project would be considered consistent with any applicable land use plan, policy, or regulation resulting in a *less-than-significant* land use and planning impact. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development, resulting in similar consistency impacts as the approved FPASP.

### Project-Specific Mitigation Measure(s)

*None required.*

### FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

## **Cumulative Impacts and Mitigation Measures**

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the City's General Plan, as well as development of the most recent planned land uses within the vicinity of the project area, including the FPASP.

### **4.5-3 Cumulative land use and planning incompatibilities. Based on the analysis below, the cumulative impact is *less than significant*.**

Cumulative land use impacts would generally consist of the combined effects of land use changes within the City of Folsom, such that the anticipated buildout scenario for the City, would be altered and have corresponding unanticipated physical impacts. As

discussed above, should the Folsom City Council approve the General Plan/Specific Plan Amendment, and change the site's SF, MLD, MMD, GC, OS, P, and P-QP land use designations to SF, SFHD, MLD, OS, P, and P-QP, the proposed project would be consistent with the City of Folsom General Plan and FPASP land use designations for the project site, as well as relevant goals and policies within these planning documents. Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development, resulting in similar land use and compatibility impacts as the approved FPASP. The proposed project approvals require issuance of a Planned Development Permit and Design Guidelines from the City of Folsom, the process of which would ensure that the proposed project's architecture, landscaping, and building materials and colors are consistent with the goals of the FPASP. Other development within the FPASP project vicinity would be required to undergo similar review processes, thereby ensuring a cohesive, compatible development pattern within the FPASP area. Therefore, as the proposed project is generally consistent with the City of Folsom General Plan and FPASP policies, a *less-than-significant* impact related to land use would occur as a result of the proposed project in combination with future buildout in the City. Cumulative impacts associated with actual physical impacts of the proposed project (e.g. aesthetics, transportation and circulation, air quality, noise, etc.) are addressed in the technical chapters of this Environmental Impact Report, Chapters 4.1 through 4.8.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

## Endnotes

<sup>1</sup> City of Folsom. *Folsom Plan Area Specific Plan*. June 28, 2011.

<sup>2</sup> City of Folsom. *Folsom South of U.S. 50 Specific Plan Project Public Final EIR/EIS*. May 2011.

<sup>3</sup> City of Folsom. *Municipal Code*. November 2013.

<sup>4</sup> City of Folsom. *City of Folsom Final Housing Element*. Adopted October 22, 2013.

<sup>5</sup> City of Folsom. *City of Folsom General Plan Update Existing Conditions Report*. April 2014.

<sup>6</sup> City of Folsom. *City of Folsom General Plan*. January 1993.

<sup>7</sup> City of Folsom. *Folsom South of U.S. 50 Specific Plan Project Draft EIR/EIS* [pg. 4-72]. June 2010.

<sup>8</sup> City of Folsom. *City of Folsom Final Housing Element Update Part II Background Report* [pg. 3-17]. Adopted October 22, 2013.

<sup>9</sup> City of Folsom. *City of Folsom Final Housing Element Part II Background Report* [pg. 3-35]. Adopted October 22, 2013.

<sup>10</sup> *Ibid.*

<sup>11</sup> City of Folsom. *City of Folsom Final Housing Element Part II Background Report* [pg. 3-62]. Adopted October 22, 2013.

<sup>12</sup> City of Folsom. *City of Folsom Final Housing Element Update Part II Background Report* [pg. 3-17]. Adopted October 22, 2013.

<sup>13</sup> City of Folsom. *Personal Communication with David Miller, Community Development Director*. October 2014.

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## 4.6. NOISE

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## 4.6

## NOISE

### 4.6.1 INTRODUCTION

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The Noise chapter of the EIR discusses the existing noise environment in the immediate project vicinity and identifies potential noise-related impacts and mitigation measures associated with the proposed project. Specifically, this chapter analyzes potential noise impacts due to and upon development within the project site relative to applicable noise criteria and to the existing ambient noise environment. Information presented in this chapter is primarily drawn from the *City of Folsom General Plan*,<sup>1</sup> the *Folsom Plan Area Specific Plan*,<sup>2</sup> the *Folsom South of U.S. 50 Specific Plan Project EIR/EIS*,<sup>3</sup> and the *Environmental Noise Analysis* prepared specifically for the proposed project by j.c. brennan & associates, Inc. (see Appendix H).<sup>4</sup>

### 4.6.2 EXISTING ENVIRONMENTAL SETTING

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The Existing Environmental Setting section provides a discussion of acoustical terminology, the effects of noise on people, existing sensitive receptors in the project vicinity, existing sources and noise levels in the project vicinity, and vibration.

#### Acoustical Terminology

Sound is a mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough, 20 times per second, they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second called Hertz (Hz). Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid awkwardness, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals or vibrations per second), as a point of reference, defined as zero dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. A strong correlation exists between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. Accordingly, the A-weighted sound level has become the



standard tool of environmental noise assessment. All noise levels reported in this Noise chapter are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted. Because the decibel scale is logarithmic, when the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The  $L_{eq}$  is the foundation of the composite noise descriptor, the day/night average level ( $L_{dn}$ ), and shows very good correlation with community response to noise. The  $L_{dn}$  is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because  $L_{dn}$  represents a 24-hour average, short-term variations in the noise environment tend to get disguised.

Because sensitivity to noise increases during the evening and at night, due to excessive noise interfering with the ability to sleep, 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The Community Noise Equivalent Level (CNEL) is a measure of the cumulative noise exposure in a community, with a five dB penalty added to evening (7:00 PM to 10:00 PM) and a 10 dB addition to nocturnal (10:00 PM to 7:00 AM) noise levels.  $L_{dn}$  is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during 7:00 PM and 10:00 PM are grouped into the daytime period.

Table 4.6-1 provides a list of several examples of the noise levels associated with common activities.

### **Effects of Noise on People**

The effects of noise on people can be placed in the following three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction;
- Interference with activities such as speech, sleep, and learning; or
- Physiological effects such as hearing loss or sudden startling.

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. A completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction does not exist. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way the new noise environment compares to the existing environment to which one has adapted (i.e., the ambient

noise level). In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise would be judged by those hearing the noise.

| <b>Table 4.6-1<br/>Typical Noise Levels</b>   |                         |  |
|---|-------------------------|--|
| <b>Common Outdoor Activities</b>  | <b>Noise Level, dBA</b> | <b>Common Indoor Activities</b>                              |
|   | --110--                 | Rock Band  |
| Jet Fly-Over at 300 m (1,000 ft)  | --100--                 |  |
| Gas Lawn Mower at 1 m (3 ft)  | --90--                  |  |
| Diesel Truck at 15 m (50 ft),<br>at 80 km/hr (50 mph)   | --80--                  | Food Blender at 1 m (3 ft)<br>Garbage Disposal at 1 m (3 ft) |
| Noisy Urban Area, Daytime<br>Gas Lawn Mower, 30 m (100 ft)  | --70--                  | Vacuum Cleaner at 3 m (10 ft)                                |
| Commercial Area<br>Heavy Traffic at 90 m (300 ft)   | --60--                  | Normal Speech at 1 m (3 ft)                                  |
| Quiet Urban Daytime   | --50--                  | Large Business Office<br>Dishwasher in Next Room             |
| Quiet Urban Nighttime   | --40--                  | Theater, Large Conference Room<br>(Background)               |
| Quiet Suburban Nighttime  | --30--                  | Library  |
| Quiet Rural Nighttime   | --20--                  | Bedroom at Night, Concert Hall<br>(Background)               |
|   | --10--                  | Broadcast/Recording Studio                                   |
| Lowest Threshold of Human Hearing   | --0--                   | Lowest Threshold of Human Hearing                            |
| <i>Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. November, 2009.<sup>5</sup></i> |                         |  |

With regard to increases in A-weighted noise levels, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of one dB cannot be perceived;
- Outside of the laboratory, a three dB change is considered a barely perceivable difference;
- A change in level of at least five dB is required before any noticeable change in human response would be expected; and
- A 10 dB change is subjectively heard as approximately a doubling in loudness, and would typically cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately six dB per doubling of distance from the source, depending on environmental conditions (i.e., atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

## **Existing Sensitive Receptors**

Certain land uses are more sensitive to noise levels than others due to the amount of noise exposure (in terms of both exposure time and shielding from noise sources) and the type of activities typically involved. Residences, schools, libraries, churches, hospitals, nursing homes, auditoriums, parks, and outdoor recreation areas are generally more sensitive to noise than are commercial and industrial land uses. Accordingly, such land uses are referred to as sensitive receptors.

In the vicinity of the project site, sensitive land uses include existing single-family residential uses. Specifically, the nearest sensitive residential receptors are located over 400 feet north of the proposed project site across US 50, off of Horseshoe Glen Court. It should be noted that the receptors along Horseshoe Glen Court are shielded by a sound wall required to mitigate traffic noise from US 50. The second nearest sensitive residential receptors are located over 500 feet east of the proposed project site off Stonebriar Drive in El Dorado County.

## **Existing Ambient Noise Levels**

To quantify the existing ambient noise environment in the project vicinity, short-term ambient noise level measurements and continuous (24-hour) noise level measurements were conducted at three locations on the project site and vicinity on July 31 to August 3, 2014 (see Figure 4.6-1). The ambient noise levels measured are presented in Table 4.6-2. The maximum value ( $L_{max}$ ) represents the highest noise level measured during the interval. The average value ( $L_{eq}$ ) represents the energy average of all of the noise measured during the interval. The median value ( $L_{50}$ ) represents the sound level exceeded 50 percent of the time during the interval.

## **Existing Roadway Noise Levels**

Table 4.6-3 shows the existing traffic noise levels in terms of  $L_{dn}$  at closest sensitive receptors along each roadway segment. The distances reported in Table 4.6-3 are generally considered to be conservative estimates of noise exposure along the project-area roadways. It should be noted that the contour distances include a -5 dB offset for roadway segments that predominately include noise barriers at residential areas.

## **Existing Railroad Noise Levels**

Railroad activity in the project vicinity occurs on the Sacramento-Placerville Transportation Corridor (SPTC) which is operated by a Joint Powers Authority (JPA). The SPTC is located approximately 75 feet or further from the project site. The line has not been used for commercial operations since the late 1980's. However, the line is used for weekend excursion trains and other special events. It should be noted that the excursion train operation schedule varies during different seasons. The typical operating schedule is approximately 10:00 AM to 3:00 or 4:00 PM on Saturdays and Sundays with trains running every hour or half-hour. Based upon the schedule, train operations would range between five to 13 excursions per day.

**Figure 4.6-1**  
**Noise Measurement Locations**



Source: j.c. brennan & associates, Inc., Environmental Noise Analysis, October 29, 2014.

| Table 4.6-2<br>Summary of Existing Background Noise Measurement Data                     |                  |                 |  |                 |                  |                                 |                 |                  |
|--|------------------|-----------------|--|-----------------|------------------|---------------------------------|-----------------|------------------|
| Site   | Date             | L <sub>dn</sub> | Average Measured Hourly Noise Levels, dB |                 |                  |                                 |                 |                  |
|  |                  |                 | Daytime<br>(7:00 AM–10:00 PM)            |                 |                  | Nighttime<br>(10:00 PM–7:00 AM) |                 |                  |
|  |                  |                 | L <sub>eq</sub>                          | L <sub>50</sub> | L <sub>max</sub> | L <sub>eq</sub>                 | L <sub>50</sub> | L <sub>max</sub> |
| Continuous (24-hour) Noise Level Measurements  |                  |                 |  |                 |                  |                                 |                 |                  |
| A  | Thursday 7/31/14 | 65              | 63                                       | 59              | 76               | 57                              | 38              | 71               |
|  | Friday 8/1/14    | 65              | 63                                       | 58              | 79               | 57                              | 39              | 72               |
|  | Saturday 8/2/14  | 62              | 61                                       | 55              | 75               | 54                              | 36              | 73               |
|  | Sunday 8/3/14    | 62              | 61                                       | 53              | 74               | 53                              | 34              | 73               |
| B  | Thursday 7/31/14 | 73              | 70                                       | 69              | 80               | 66                              | 62              | 77               |
|  | Friday 8/1/14    | 73              | 70                                       | 70              | 81               | 66                              | 63              | 77               |
|  | Saturday 8/2/14  | 72              | 69                                       | 69              | 81               | 64                              | 63              | 76               |
|  | Sunday 8/3/14    | 71              | 69                                       | 68              | 80               | 64                              | 62              | 78               |
| C  | Thursday 7/31/14 | 61              | 59                                       | 53              | 72               | 53                              | 48              | 68               |
|  | Friday 8/1/14    | 62              | 59                                       | 56              | 71               | 55                              | 49              | 70               |
|  | Saturday 8/2/14  | 59              | 57                                       | 51              | 69               | 51                              | 47              | 68               |
|  | Sunday 8/3/14    | 58              | 57                                       | 51              | 71               | 50                              | 45              | 69               |
| Source: j.c. brennan & associates, Inc., Environmental Noise Analysis, October 29, 2014. |                  |                 |  |                 |                  |                                 |                 |                  |

| Table 4.6-3<br>Existing Traffic Noise Levels and Distances to Contours                               |                                    |   |  |       |       |
|--|------------------------------------|---|--|-------|-------|
| Roadway  | Segment                            | Exterior<br>Traffic Noise<br>Level, dB<br>L <sub>dn</sub> | Distance to Traffic<br>Noise Contours, L <sub>dn</sub> |       |       |
|  |                                    |   | 70 dB  | 65 dB | 60 dB |
| Broadstone Pkwy.   | Iron Point to E. Bidwell St.       | 62.6  | 29   | 62    | 134   |
| Broadstone Pkwy.   | E. Bidwell St. to Empire Ranch Rd. | 58.0  | 19   | 41    | 88    |
| Iron Point Rd.   | West of Broadstone Pkwy.           | 65.9  | 48   | 104   | 223   |
| Iron Point Rd.   | Broadstone Pkwy. to E. Bidwell St. | 63.6  | 37   | 81    | 174   |
| Iron Point Rd.   | E. Bidwell St. to Serpa Way        | 57.8  | 15   | 33    | 71    |
| Iron Point Rd.   | Serpa Way to Empire Ranch Rd.      | 56.7  | 13   | 28    | 60    |
| Iron Point Rd.   | East of Empire Ranch Rd.           | 51.0  | 5  | 11    | 23    |
| White Rock Rd.   | Scott Rd. to Placerville Rd.       | 54.6  | 38   | 81    | 175   |
| White Rock Rd.   | Placerville Rd. to Latrobe Rd.     | 61.0  | 19   | 41    | 88    |
| White Rock Rd.   | East of Latrobe Rd.                | 68.7  | 41   | 88    | 189   |
| Scott Rd.  | North of White Rock Rd.            | 64.6  | 44   | 94    | 203   |
| Empire Ranch Rd.   | North of Broadstone Pkwy.          | 56.1  | 12   | 25    | 55    |
| Empire Ranch Rd.   | Broadstone Pkwy. to Iron Point Rd. | 55.1  | 10   | 22    | 47    |
| Empire Ranch Rd.   | South of Iron Point Rd.            | N/A   | N/A  | N/A   | N/A   |
| El Dorado Hills Blvd.  | North of US 50                     | 66.9  | 62   | 133   | 287   |
| Latrobe Rd.  | US 50 to White Rock Rd.            | 68.8  | 84   | 180   | 389   |
| Latrobe Rd.  | South of White Rock Rd.            | 63.8  | 35   | 75    | 162   |
| Note: Distances to traffic noise contours are measured in feet from the centerlines of the roadways. |                                    |   |  |       |       |
| Source: j.c. brennan & associates, Inc., Environmental Noise Analysis, October 29, 2014.             |                                    |   |  |       |       |

The typical Sound Exposure Level (SEL) for railroad line operations was determined, while accounting for the effects of travel speed, warning horns, and other factors which may affect noise generation. Table 4.6-4 shows the existing railroad noise levels in terms of SEL.

| <b>Table 4.6-4<br/>Existing Railroad Noise Levels</b>   |  |  |                                   |            |
|---|--|--|-----------------------------------|------------|
| <b>Railroad Track</b>   | <b>Grade Crossing /<br/>Warning Horn</b> | <b>Train Events Per<br/>24-Hour Period</b> | <b>Distance to<br/>Centerline</b> | <b>SEL</b> |
| SPTC  | Yes                                      | 5 to 13                                    | 75 feet                           | 95 dB      |
| <i>Source: j.c. brennan &amp; associates, Inc., Environmental Noise Analysis, October 29, 2014.</i> |  |  |                                   |            |

Based upon the above-described noise level data, number of operations, and methods of calculation, the  $L_{dn}$  value for railroad line operations have been calculated, and the distances to the  $L_{dn}$  noise level contours are shown in Table 4.6-5.

| <b>Table 4.6-5<br/>Approximate Distances to Railroad Noise Contours</b>                             |  |              |              |
|---|--|--------------|--------------|
| <b>Exterior Railroad Noise Level at<br/>Measurement Site, <math>L_{dn}</math></b>                   | <b>Distance to <math>L_{dn}</math> Contour</b> |              |              |
|   | <b>60 dB</b>                                   | <b>65 dB</b> | <b>70 dB</b> |
| <b>SPTC</b>   |  |              |              |
| 57 dB @ 75 feet – With Warning Horns  | 45 feet  | 21 feet      | 10 feet      |
| <i>Source: j.c. brennan &amp; associates, Inc., Environmental Noise Analysis, October 29, 2014.</i> |  |              |              |

## Vibration

While vibration is similar to noise, both involving a source, a transmission path, and a receiver, vibration differs from noise because noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities. The only source of existing vibration on-site is the SPTC. Equipment used during operation of the proposed project (e.g., pumps, heaters) typically does not produce significant vibration. Vibration of the equipment generally indicates the equipment is not operating properly, and vibration analyzers are often used to detect wear on pumps and other rotating equipment. In addition, per the Water Master Plan for the FPASP, the booster facilities shall be enclosed in masonry building structures with separate electrical/control rooms.

### 4.6.3 REGULATORY SETTING

In order to limit exposure to damaging noise levels, the State of California, various county governments, and most municipalities in the State have established standards and ordinances to control noise. The following provides a general overview of the existing federal, State, and local regulations established regarding noise that are relevant to the proposed project.

#### Federal Regulations

The following are the federal environmental laws and policies relevant to noise.

##### Federal Interagency Committee on Noise (FICON)

FICON provides guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been widely accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the  $L_{dn}$  (see Table 4.6-6).

| <b>Table 4.6-6<br/>Significance of Changes in Noise Exposure</b> |   |
|--|---|
| <b>Ambient Noise Level Without Project, <math>L_{dn}</math></b>  | <b>Increase Required for Significant Impact</b> |
| <60 dB   | +5.0 dB or more                                 |
| 60-65 dB   | +3.0 dB or more                                 |
| >65 dB   | +1.5 dB or more                                 |

*Source: Federal Interagency Committee on Noise (FICON).<sup>6</sup>*

#### State Regulations

The following are the State environmental laws and policies relevant to noise.

##### California State Building Codes

The State Building Code, Title 24, Part 2 of the State of California Code of Regulations establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB  $L_{dn}$  or CNEL in any habitable room. Title 24 also mandates that for structures containing noise-sensitive uses to be located where the  $L_{dn}$  or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the interior allowable noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

## Local Regulations

The following are the local government's environmental policies relevant to noise.

### City of Folsom General Plan

The Noise Element of the Folsom General Plan contains goals and policies for assessing noise impacts within the City. The following noise goals and policies are applicable to the proposed project. It should be noted that the City of Folsom does not have specific policies pertaining to vibration levels; however, vibration levels associated with construction activities are addressed as potential noise impacts associated with project implementation.

Goal 30      To protect the citizens of Folsom from the harmful effects of exposure to excessive noise and to protect the economic base of Folsom by preventing the encroachment of incompatible land uses within areas affected by existing noise-producing uses.

Policy 30.2      Develop and implement effective strategies to abate and avoid excessive noise exposures 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 30.3      Protect areas within the City where the present noise environment is within acceptable limits.

Policy 30.4      Areas within the City of Folsom shall be designated as noise impacted if exposed to existing or projected exterior noise levels exceeding 60 dB L<sub>dn</sub>/CNEL or the performance standards of Table 26-3 of the Noise Element [see Table 4.6-7 below].

Noise created by non-transportation-related noise sources associated with new projects or developments shall be controlled so as not to exceed the noise level standards as set forth below as measured at any affected residentially designated lands or land use situated in either the incorporated or unincorporated areas. New residential development shall not be allowed where the ambient noise level due to non-transportation-related noise sources will exceed the noise level standards as set forth below:



| <b>Table 4.6-7</b>   |   |   |   |
|--|---|---|---|
| <b>Noise Level Performance Standards for New Projects and Developments</b> |   |   |   |
| <b>Category</b>  | <b>Average Measured Hourly Noise Levels, dBA</b>                    |   |   |
|  | <b>Cumulative Number of Minutes<br/>In Any One-Hour Time Period</b> | <b>Daytime<br/>(7:00 AM – 10:00 PM)</b> | <b>Nighttime<br/>(10:00 PM – 7:00 AM)</b> |
| 1  | 30  | 50                                      | 45  |
| 2  | 15  | 55                                      | 50  |
| 3  | 5   | 60                                      | 55  |
| 4  | 1   | 65                                      | 60  |
| 5  | 0   | 70                                      | 65  |
| <i>Source: City of Folsom. Folsom General Plan. January 1993.</i>          |   |   |   |

Each of the noise level standards specified above shall be reduced by five dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.

Noise from single occurrences such as the passage of locomotives, heavy trucks or aircraft should also be evaluated in terms of single event noise levels. The maximum noise level created by such an event may have the potential to result in activity interference even though the cumulative noise exposure in terms of  $L_{dn}$  is within acceptable limits. The potential for sleep disturbance is usually of primary concern in such cases, and should be evaluated on a case-by-case basis.

#### Policy 30.5

New development of residential or other noise sensitive land uses will not be permitted in noise impacted areas unless effective mitigation measures are incorporated into the project design to reduce noise levels to:

1. For noise due to traffic on public roadways, railroad line operations and aircraft: 60 dB  $L_{dn}$ /CNEL or less in outdoor activity areas, and interior noise levels to 45 dB  $L_{dn}$ /CNEL or less. Where it is not possible to reduce exterior noise due to these sources to 60 dB  $L_{dn}$ /CNEL or less by incorporating a practical application of the best available noise-reduction technology, an exterior noise level of up to 65 dB  $L_{dn}$ /CNEL will be allowed. Under no circumstances will interior noise levels be permitted to exceed 45 dB  $L_{dn}$ /CNEL with the windows and doors closed.
2. For non-transportation related noise sources: achieve compliance with the performance standards contained within Table 26-3 of the Noise Element [see Table 4.6-7].

3. If compliance with the adopted standards and policies of the Noise Element will not be achieved, a statement of overriding considerations for the project must be provided.

Policy 30.6

When industrial, commercial land uses or other uses including non-transportation related noise sources are proposed which would affect areas containing noise sensitive land uses, noise levels generated by the proposed use shall not exceed the performance standards contained within Table 26-3 of the Noise Element [see Table 4.6-7].

Policy 30.7

Prior to approval of proposed development of residential or other noise-sensitive land uses in a noise impacted area, an Acoustical Analysis may be required. The acoustical analysis shall:

1. Be the responsibility of the applicant.
2. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
3. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
4. Include estimated noise levels in terms of  $L_{dn}$ /CNEL and/or the standards of Table 26-3 of the Noise Element [see Table 4.6-7] for existing and projected future (20 years hence) conditions, with a comparison made to the adopted policies of the Noise Element.
5. Include recommendations for appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.
6. Include estimates of noise exposure after the prescribed mitigation measures have been implemented.

Policy 30.9

Noise level criteria applied to land uses other than residential or other noise sensitive uses shall be consistent with the standards in Table 26-3 of the Noise Element [see Table 4.6-7].

- Policy 30.10                      The City of Folsom shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code (UBC).
- Policy 30.15                      If noise barriers are required to achieve the noise level standards contained within this Element, the following construction practices are recommended:
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.

#### City of Folsom Municipal Code

The noise standards contained in the City of Folsom Municipal Code are provided below.

#### *Noise Control*

##### 8.42.040                      Exterior Noise Standard

- A. 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 noise level standards as set forth in Table 8.42.040 [see Table 4.6-7].
- B. 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.
- C. Each of the noise level standards specified above shall be reduced by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring noises.
- D. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be measured, the noise level measured while the source is in operation shall be the noise level standards as specified above.

#### 8.42.060 Noise Source Exemptions

The following activities shall be considered exempt from the associated exterior noise provisions:

- A. Activities conducted in unlighted public parks, public playgrounds and public or private school grounds, during the hours of 7:00 AM to dusk, and in lighted public parks, public playgrounds and public or private school grounds, during the hours of 7:00 AM to 11:00 PM including but not limited to school athletic and school entertainment events;
- B. Any mechanical device, apparatus, or equipment used, related to or connected with emergency activities or emergency work;
- C. Noise sources associated with construction, provided such activities do not take place before 7:00 AM or after 6:00 PM on any day except Saturday or Sunday, or before 8:00 AM or after 5:00 PM on Saturday or Sunday;
- D. Noise sources associated with the maintenance of residential property provided such activities take place between the hours of 7:00 AM to dusk on any day except Saturday or Sunday, between the hours of 8:00 AM to dusk on Saturday or Sunday;
- E. Noise sources associated with agricultural activities on agricultural property;
- F. *(Section Expired)*
- G. Noise sources associated with the collection of waste or garbage from property devoted to commercial or industrial uses;
- H. Any activity to the extent regulation thereof has been preempted by State or Federal law.

#### 8.42.070 Air Conditioning and Refrigeration

Notwithstanding the provisions of Section 8.42.040 or 8.42.050, where the intruding noise source when measured as provided in Section 8.42.030 is an air-conditioning or refrigeration system or associated equipment installed prior to the effective date of this chapter, the exterior noise level shall not exceed 55 dB (*expired*), except where such equipment is otherwise exempt from the provisions of this chapter. The exterior noise level shall not exceed 50 dB for such equipment installed or in use after one year after the effective date of this chapter.

#### Folsom Plan Area Specific Plan (FPASP)

The planning objectives and policies of the FPASP relating to noise that are applicable to the proposed project are presented below.

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 10.50 | The Conditions, Covenants, and Restrictions in the Department of Real Estate Public Record 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.   |

#### **4.6.4 IMPACTS AND MITIGATION MEASURES**

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This section describes the standards of significance and methodology utilized to analyze and determine the proposed project's potential impacts related to noise and vibration.

##### **Standards of Significance**

Consistent with Appendix G of the CEQA Guidelines, the City's General Plan, the FPASP, and professional judgment, a significant impact would occur if the proposed project would result in the following:

- Exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Specifically, 60 dB L<sub>dn</sub> for transportation noise sources. For non-transportation noise sources the standards of Table 26-3 of the City of Folsom General Plan and Table 8.42.040 of the City's Municipal Code Noise Ordinance apply (see Table 4.6-7 above);
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Specifically, a limit of 0.1 in/sec p.p.v., as discussed below;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, as described by FICON in Table 4.6-6 above;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity, as described by FICON in Table 4.6-6 above, beyond levels permissible under the City's General Plan and Noise Ordinance;
- 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, expose people residing or working in the project area to excessive noise levels within two miles of a public airport or public use airport; or
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

Based on the analysis in the Initial Study prepared for the proposed project (see Appendix C), potential impacts to projects within the vicinity of a private airstrip, within an airport land use

plan, or within two miles of a public airport were determined to be less than significant. The proposed project area is not located within the vicinity of a public airport or a private airstrip and is not within an airport land use plan. The nearest airport to the project site is the Cameron Airpark, located approximately 6.25 miles northeast of the site, and thus, the project would not be exposed to excessive air traffic noise. Therefore, impacts related to aircraft noise are not examined further in this EIR.

## Method of Analysis

Below are descriptions of the methodologies utilized to determine traffic noise, railroad noise, operational noise, construction noise and vibration, and railroad vibration impacts impacts. Further modeling details and calculations are provided in the *Environmental Noise Analysis* (see Appendix H). The results of the noise and vibration impact analyses were compared to the standards of significance discussed above in order to determine the associated level of impact.

### Traffic Noise

To predict existing noise levels due to traffic, the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (RD-77-108) was used. The FHWA model is based upon the noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA model was developed to predict hourly  $L_{eq}$  values for free-flowing traffic conditions. To predict  $L_{dn}/CNEL$  values, determination of the day/night distribution of traffic and adjustment of the traffic volume input data is necessary to yield an equivalent hourly traffic volume. Traffic volumes for existing conditions were obtained from the traffic study prepared for the project (Fehr & Peers). Truck percentages and vehicle speeds on the local area roadways were estimated from field observations.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. A conservative adjustment of -5 dB is assumed where noise barriers are located adjacent to sensitive receptors. A six foot tall barrier typically provides five to six dB, or more, in sound reduction. In some locations sensitive receptors may be located at distances which vary from the assumed calculation distance and may experience shielding from intervening barriers or sound walls. However, the traffic noise analysis is believed to be representative of the majority of sensitive receptors located closest to the project-area roadway segments analyzed.

Due to the high noise exposure predicted along US 50, a detailed analysis of noise control measures was conducted using the Computer Aided Noise Abatement (CadnaA) sound prediction model.<sup>7</sup> The CadnaA noise prediction model is able to predict overall noise levels for multiple noise sources while accounting for topography, building shielding, roadway grade, and typical atmospheric conditions according to International Standards Organization (ISO) 9613: Attenuation of Sound During Propagation Outdoors.<sup>8</sup>

### Railroad Noise

In order to quantify noise exposure from existing railroad operations, a short-term noise level measurement survey was conducted adjacent the railroad line (see Location 1 in Figure 4.6-1). The noise survey was conducted on Saturday, August 2, 2014 from approximately 10:00 AM to 11:00 AM. The purpose of the noise level measurements was to determine the typical SEL for railroad line operations, while accounting for the effects of travel speed, warning horns, and other factors which may affect noise generation.

To determine the distances to the  $L_{dn}$  railroad contours, the  $L_{dn}$  for typical railroad operations must be calculated. The  $L_{dn}$  may be calculated as follows:

$$L_{dn} = SEL + 10 \log N_{eq} - 49.4 \text{ dB}$$

SEL is the mean Sound Exposure Level of the event,  $N_{eq}$  is the sum of the number of daytime events (7:00 AM to 10:00 PM) per day plus 10 times the number of nighttime events (10:00 PM to 7:00 AM) per day, and 49.4 is ten times the logarithm of the number of seconds per day.

Appendices to the *Environmental Noise Analysis* provide the railroad noise contour calculations and a photo of the noise monitoring location (see Appendix H).

### Operational Noise

Operational noise sources generated from the operation of the proposed project could potentially affect the noise-sensitive receptors located in the project vicinity. Specifically, children playing at neighborhood parks, outdoor recreational fields (softball, soccer, basketball, tennis), and school playgrounds are noise sources that could exceed the City of Folsom's exterior noise level standards.

Operational noise levels generated by the project would be subject to the City's General Plan Noise Element and Noise Ordinance daytime standards of 50 dB  $L_{50}$  and 70 dB  $L_{max}$  exterior noise level standards and nighttime 45 dB  $L_{50}$  and 65 dB  $L_{max}$ , as shown in Table 4.6-7. For noise consisting primarily of speech, music, or recurring sounds, the standards are reduced (i.e., made more stringent) by five dB.

### Construction Noise and Vibration

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 4.6-8 summarizes the effects of vibration on people and buildings. Table 4.6-8 indicates that the threshold for damage to structures ranges from two to six peak particle velocity in inches per second (in/sec p.p.v.). One-half this minimum threshold, or one in/sec p.p.v., is considered a safe criterion that would protect against architectural or structural damage. The general threshold at which human annoyance could occur is noted as 0.1 in/sec p.p.v.

| <b>Table 4.6-8<br/>Effects of Vibration on People and Buildings</b>  |                  |   |  |
|--|------------------|---|--|
| <b>Peak Particle Velocity</b>  |                  | <b>Human Reaction</b>   | <b>Effect on Buildings</b>   |
| <b>inches/second</b>   | <b>mm/second</b> |   |  |
| 0.15-0.30  | 0.006-0.019      | Threshold of perception;<br>possibility of intrusion  | Vibrations unlikely to cause damage<br>of any type   |
| 2.0  | 0.08             | Vibrations readily perceptible  | Recommended upper level of the<br>vibration to which ruins and ancient<br>monuments should be subjected  |
| 2.5  | 0.10             | Level at which continuous<br>vibrations begin to annoy<br>people  | Virtually no risk of “architectural”<br>damage to normal buildings   |
| 5.0  | 0.20             | Vibrations annoying to<br>people in buildings (this<br>agrees with the levels<br>established for people<br>standing on bridges and<br>subjected to relative short<br>periods of vibrations) | Threshold at which there is a risk of<br>“architectural” damage to normal<br>dwelling - houses with plastered walls<br>and ceilings. Special types of finish<br>such as lining of walls, flexible<br>ceiling treatment, etc., would<br>minimize “architectural” damage |
| 10-15  | 0.4-0.6          | Vibrations considered<br>unpleasant by people<br>subjected to continuous<br>vibrations and unacceptable<br>to some people walking on<br>bridges   | Vibrations at a greater level than<br>normally expected from traffic, but<br>would cause “architectural” damage<br>and possibly minor structural damage  |
| <i>Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.<sup>9</sup></i> |                  |   |  |

Construction noise and vibration was analyzed using data compiled for various pieces of construction equipment at distances of 25 feet, 50 feet, and 100 feet. The City of Folsom does not have specific policies pertaining to vibration levels. However, vibration levels associated with construction activities and project operations are addressed as potential noise impacts associated with project implementation.

### Railroad Vibration

To determine the existing vibration levels on the project site due to railroad operations, vibration measurements conducted for the California Northern Railroad Company (CFNR) were utilized. Activity on the CFNR includes slow-moving freight trains. The on-site excursion trains along the SPTC are slow-moving and would be less intensive than the CFNR operations. Therefore, use of the CFNR vibration measurements is considered conservative. The measurements were conducted using a Larson Davis HVM100 vibration meter, equipped with a PCB Shear Model 353B51 accelerometer.

### **Project-Specific Impacts and Mitigation Measures**

The following discussion of noise impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.



**4.6-1 Construction noise and vibration. Based on the analysis below, the impact is *less than significant*.**

During the construction of the proposed project, including roads, water and sewer lines, and related infrastructure, noise from construction activities would add to the noise environment in the project vicinity. The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading and utility placement are taking place.

Construction Noise

Table 4.6-9 summarizes typical construction equipment noise at a distance of 50 feet. As shown in Table 4.6-9, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

| <b>Table 4.6-9<br/>Construction Equipment Noise</b>  |                                     |
|--|-------------------------------------|
| <b>Type of Equipment</b>   | <b>Maximum Level, dB at 50 feet</b> |
| Auger Drill Rig  | 84                                  |
| Backhoe  | 78                                  |
| Compactor  | 83                                  |
| Compressor (air)   | 78                                  |
| Concrete Saw   | 90                                  |
| Dozer  | 82                                  |
| Dump Truck   | 76                                  |
| Excavator  | 81                                  |
| Generator  | 81                                  |
| Jackhammer   | 89                                  |
| Pneumatic Tools  | 85                                  |
| <i>Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.</i> |                                     |

Noise would also be generated during the construction phase by increased truck traffic on area roadways, such as truck traffic associated with the transport of heavy materials and equipment to and from construction sites. In addition, much of the truck traffic would take place on internal roadways which are typically over 2,000 feet from any receptors. The noise increase would be of short duration, and would occur primarily during daytime hours, as regulated by the City of Folsom.

The nearest sensitive residential receptors are located over 400 feet north of the proposed project site across US 50 off of Horseshoe Glen Court. However, the receptors along Horseshoe Glen Court are shielded by a sound wall required to mitigate traffic noise from US 50. During project construction, US 50 is expected to remain the dominant noise source to the receptors off of Horseshoe Glen Court. Therefore, the following analysis will focus on the receptors located east of the project site off of Stonebriar Drive, which are not shielded by existing noise barriers.

The existing single-family residential receptors located east of the proposed project site off of Stonebriar Drive are located approximately 500 feet from the project site. Construction activities associated with the proposed project will typically occur at distances of approximately 500 feet or more from the noise-sensitive receptors off of Stonebriar Drive. At a distance of 500 feet, construction related noise levels are expected to be 56 to 70 dB  $L_{\max}$  or less. As such, construction noise would generally be below the City's 60 dB  $L_{\text{dn}}$  exterior noise level standard except when ground breaking activities occur. The use of ground breaking equipment, such as concrete saws and jackhammers, would result in construction noise levels that would exceed the City's exterior noise level standard. However, ground breaking activities would be periodic and would take place during normal daytime working hours, and therefore would not be considered significant.

Construction of the proposed off-site improvements, including roadway, water and sewer conveyance, SMUD substations, and storm drainage improvements, would be required to serve the project site. It should be noted that impacts related to construction of the FPASP backbone infrastructure were analyzed in the South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND).<sup>10</sup> The proposed off-site roadway improvements include partial improvements on Easton Valley Parkway and extension of the planned Easton Valley Parkway (Street C Extension) from Placerville Road west to Scott Road. The aforementioned roadway improvements would be located in a vacant area which is separated from any noise receptors by US 50. The proposed off-site water conveyance improvements include extension of the water pipeline from East Bidwell Street across US 50 to Placerville Road and installation of booster pumps adjacent to Placerville Road and US 50. The aforementioned water conveyance improvements would be located in an area with existing commercial development. The proposed off-site storm drainage improvements include two storm drain detention basins along Placerville Road. The proposed off-site SMUD substations would also be located along Placerville Road. The aforementioned storm drainage improvements and SMUD substations would be located in a vacant area which is located approximately 0.9 miles from any noise receptors.

Three off-site sewer conveyance alternatives are proposed to serve the proposed project. Proposed sewer alignment alternative 1 would follow the future alignments of Street C extension and Easton Valley Parkway westerly to the lift station site near Prairie City Road. Proposed sewer alignment alternative 2 would extend west along Easton Valley Parkway to Scott Road; then extend south along Scott Road to Street A; then extend west along Street A to the Mangini Ranch sewer pump station and travel north via the new force main back to Easton Valley Parkway and join the other alignment to the new lift station. Proposed sewer alignment alternative 3 would extend west along Easton Valley Parkway to Scott Road; then extend south along Scott Road to Street A; then extend west along Street A to Oak Avenue; then follow Oak Avenue north back to Easton Valley Parkway and join the other alignment to the new lift station. The off-site sewer improvements south of US 50 would be located approximately 0.6 miles south from the nearest noise receptor and would be separated from the receptor by US 50. The off-site sewer improvements north of and crossing US 50 would be located approximately 330 feet or further from the nearest noise receptor.

Potential noise impacts related to noise and vibration resulting from construction of the FPASP backbone infrastructure have been analyzed in the Backbone Infrastructure MND. However, ultimately, construction noise would be exempt from the City's noise standards, per Section 8.42.060 of the City's Noise Ordinance and any elevated noise levels would be temporary in nature. Therefore, consistent with the conclusion of the Backbone Infrastructure MND, impacts related to temporary construction noise would be less than significant.

### Construction Vibration

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception (0.006 to 0.019 in/sec). Building damage could take the form of cosmetic or structural. Table 4.6-10 shows the typical vibration levels produced by construction equipment.

| <b>Table 4.6-10</b>  |   |   |  |
|--|---|---|--|
| <b>Vibration Levels for Varying Construction Equipment</b> |   |   |  |
| <b>Type of Equipment</b>                                   | <b>Peak Particle Velocity @ 25 feet (inches/second)</b> | <b>Peak Particle Velocity @ 50 feet (inches/second)</b> | <b>Peak Particle Velocity @ 100 feet (inches/second)</b> |
| Large Bulldozer  | 0.089   | 0.031   | 0.011  |
| Loaded Trucks  | 0.076   | 0.027   | 0.010  |
| Small Bulldozer  | 0.003   | 0.001   | 0.000  |
| Auger/drill Rigs   | 0.089   | 0.031   | 0.011  |
| Jackhammer   | 0.035   | 0.012   | 0.004  |
| Vibratory Hammer   | 0.070   | 0.025   | 0.009  |
| Vibratory Compactor/roller                                 | 0.210   | 0.074   | 0.026  |

*Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.*

Nearby existing sensitive receptors could be impacted by construction-related vibrations, especially vibratory compactors/rollers. However, the nearest receptors are located approximately 400 feet or further from any areas of the project site that might require grading or paving. As shown in Table 4.6-10, construction vibration levels anticipated for the proposed project would be less than 0.1 in/sec at 50 feet. Accordingly, construction vibration resultant of development of the proposed project would not be expected to cause architectural damage, structural damage, or human annoyance.

### Conclusion

Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development, resulting in similar construction noise impacts as the approved FPASP. Construction activities would be

temporary in nature, would occur during normal daytime working hours, and would be exempt from noise regulation per Section 8.42.060 of the City's Noise Ordinance. Construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors and implementation of the proposed project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. Therefore, potential impacts related to construction noise and vibration would be considered *less than significant*.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

**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 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 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.*

**4.6-2 Transportation noise at existing sensitive receptors. Based on the analysis below, the impact is *less than significant*.**

Vehicle trips associated with operation of the proposed project would result in changes to traffic on the existing roadway network within the project vicinity. As a result, project buildout would cause an increase in traffic noise levels on local roadways. To assess noise impacts due to project-related traffic increases on the existing local roadway network, noise levels have been calculated for the Existing Plus Project traffic condition. Table 4.6-11 shows the Existing condition traffic noise levels and the increase in noise levels for the Existing Plus Project condition.

**Table 4.6-11  
Existing and Existing Plus Project Traffic Noise Levels**

| Roadway               | Segment                            | Noise Levels ( $L_{dn}$ , dB) at Nearest Sensitive Receptors |                    |   |                |                |                |
|-----------------------|------------------------------------|--|--------------------|---|----------------|----------------|----------------|
|                       |                                    | Existing   | Existing + Project | Distance to Existing + Project Traffic Noise Contours (feet) <sup>1</sup> |                |                |                |
|                       |                                    |  |                    | Change  | 70 dB $L_{dn}$ | 65 dB $L_{dn}$ | 60 dB $L_{dn}$ |
| Broadstone Pkwy.      | Iron Point to E. Bidwell St.       | 62.6   | 62.8               | 0.2   | 30             | 64             | 137            |
| Broadstone Pkwy.      | E. Bidwell St. to Empire Ranch Rd. | 58.0   | 58.1               | 0.1   | 19             | 42             | 90             |
| Iron Point Rd.        | West of Broadstone Pkwy.           | 65.9   | 66.0               | 0.1   | 49             | 106            | 227            |
| Iron Point Rd.        | Broadstone Pkwy. to E. Bidwell St. | 63.6   | 63.8               | 0.2   | 39             | 84             | 180            |
| Iron Point Rd.        | E. Bidwell St. to Serpa Way        | 57.8   | 58.0               | 0.2   | 16             | 34             | 74             |
| Iron Point Rd.        | Serpa Way to Empire Ranch Rd.      | 56.7   | 57.0               | 0.3   | 14             | 29             | 63             |
| Iron Point Rd.        | East of Empire Ranch Rd.           | 51.0   | 51.4               | 0.4   | 5              | 11             | 24             |
| White Rock Rd.        | Scott Rd. to Placerville Rd.       | 54.6   | 54.7               | 0.1   | 38             | 83             | 179            |
| White Rock Rd.        | Placerville Rd. to Latrobe Rd.     | 61.0   | 61.4               | 0.4   | 20             | 43             | 93             |
| White Rock Rd.        | East of Latrobe Rd.                | 68.7   | 68.9               | 0.2   | 42             | 90             | 195            |
| Scott Rd.             | North of White Rock Rd.            | 64.6   | 64.7               | 0.1   | 44             | 95             | 205            |
| Empire Ranch Rd.      | North of Broadstone Pkwy.          | 56.1   | 56.4               | 0.3   | 12             | 27             | 57             |
| Empire Ranch Rd.      | Broadstone Pkwy. to Iron Point Rd. | 55.1   | 55.3               | 0.2   | 10             | 23             | 48             |
| Empire Ranch Rd.      | South of Iron Point Rd.            | N/A  | N/A                | N/A   | N/A            | N/A            | N/A            |
| El Dorado Hills Blvd. | North of US 50                     | 66.9   | 66.9               | 0.0   | 62             | 134            | 289            |
| Latrobe Rd.           | US 50 to White Rock Rd.            | 68.8   | 68.9               | 0.1   | 85             | 182            | 393            |
| Latrobe Rd.           | South of White Rock Rd.            | 63.8   | 64.0               | 0.2   | 36             | 77             | 165            |

<sup>1</sup> Distances to traffic noise contours are measured in feet from the centerlines of the roadways.

<sup>2</sup> Traffic noise levels do not account for shielding from existing noise barriers or intervening structures. Traffic noise levels may vary depending on actual setback distances and localized shielding.

Source: j.c. brennan & associates, Inc., Environmental Noise Analysis, October 29, 2014.

It should be noted that US 50 is not included in Table 4.6-11 because the project's contribution to traffic would not substantially increase noise levels from US 50. For example, the existing daily volume for US 50 near the project site is approximately 100,000 vehicles per day. The project would have to add 25,000 vehicles daily in order to cause an increase in noise levels of even one dB, which is not audible to the human ear. The proposed project is estimated to generate a total of approximately 8,373 daily trips, with only a portion of those traveling to or from US 50. As such, the proposed project would not add 25,000 vehicles per day to US 50. Therefore, additional analysis of potential US 50 traffic noise increases would not be required.

As shown in Table 4.6-11, some noise-sensitive receptors located along the project-area roadways are currently exposed to exterior traffic noise levels exceeding the City of Folsom 60 dB  $L_{dn}$  exterior noise level standard for residential uses. The receptors would continue to experience elevated exterior noise levels with implementation of the proposed project; however, the proposed project's contribution to traffic noise increases is predicted to be 0.4 dBA  $L_{dn}$ , or less. An increase of 0.4 dBA  $L_{dn}$  is less than the recommended criteria for a substantial increase in noise per the FICON criteria.

Because the resulting change in noise level (0.4 dBA  $L_{dn}$ ) is below the five dB threshold before any noticeable change in human response would be expected, the resulting noise increase would not be detectable to sensitive receptors. Therefore, traffic-related noise impacts to existing sensitive receptors would be considered *less than significant*. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, which would result in the generation of fewer trips. Therefore, the proposed project would result in less transportation noise impacts than the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIR Applicable Mitigation Measure(s)

*None applicable.*

**4.6-3 Transportation noise and vibration at new sensitive receptors. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.**

The proposed project consists of development of approximately 875 residential units on 216.9 acres, 164 acres of parks and open space, 14.3 acres of public/quasi-public uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over three phases of development. Vehicle trips associated with operation of the project would result in changes to traffic on the existing roadway network within the project vicinity. As a result, project buildout would cause an increase in traffic noise levels on the local roadway network.

It should be noted that the cumulative transportation noise levels were utilized for this analysis in order to determine the project-level impacts because the design of any sound

barriers needed would be required to mitigate not only the project-level noise levels, but the future cumulative noise levels as well.

The proposed sensitive receptors, including 875 residential units and an elementary school, would be exposed to railroad noise and vibration associated with the existing SPTC. In addition, the proposed sensitive receptors would be exposed to traffic noise from existing and proposed roadways. Future cumulative exterior and interior noise conditions at the project site and impacts on the residential and public/quasi-public land uses are discussed in detail below.

#### Railroad Noise and Vibration Levels

Based upon the data shown in Table 4.6-5 above, the SPTC was measured to generate an exterior noise level of 57 dBA  $L_{dn}$  at a distance of 75 feet. Railroad noise levels at the proposed residential locations were predicted and are shown in Table 4.6-12. Railroad noise levels are predicted to be 55 dBA  $L_{dn}$  without a noise barrier, which does not exceed the City of Folsom 60 dB  $L_{dn}$  exterior noise level standard.

The proposed elementary school site would be located approximately 2,000 feet or further from the SPTC. Because the SPTC was measured and generates an exterior noise level of 57 dBA  $L_{dn}$  at a distance of 75 feet, the anticipated exterior noise level at a distance of 2,000 feet would be well below the City of Folsom 60 dB  $L_{dn}$  exterior noise level standard.

The results of the railroad vibration measurements indicated that the vibration levels range between 0.0365 and 0.065 inches/second at a distance of 50 feet. The proposed residential uses would be located approximately 100 feet from the centerline of the SPTC tracks. The elementary school would be located approximately 2,000 feet from the centerline of the SPTC tracks. Therefore, the new receptors are not expected to be exposed to railroad vibration levels which would exceed the 0.1 inches per second p.p.v. threshold of annoyance.

#### Exterior Traffic Noise Levels

The FHWA traffic noise prediction model was used to predict Cumulative Plus Project traffic noise levels at the proposed residential land uses associated with the project. Table 4.6-12 shows the predicted traffic noise levels at the proposed residential uses adjacent to the major project-area arterial roadways. In addition, the table indicates the property line noise barrier heights required to achieve compliance with an exterior noise level standard of 60 dB  $L_{dn}$ .

The data in Table 4.6-12 indicate that noise barriers six to seven feet in height would be sufficient to reduce exterior noise levels to 60 dB  $L_{dn}$  or less at sensitive receptors located along existing and future arterial roadways, not including US 50.



**Table 4.6-12  
Transportation Noise Levels at Proposed Residential Uses**

| Table 4.6-12<br>Transportation Noise Levels at Proposed Residential Uses   |  |  |                     |  |                    |             |             |
|--|--|--|---------------------|--|--------------------|-------------|-------------|
| Noise Source   | Receptor Description                       | Approximate Residential Setback, feet <sup>1</sup> | Average Daily Trips | Predicted Noise Levels, dBA L <sub>dn</sub> <sup>2</sup> |                    |             |             |
|  |  |  |                     | No Wall  | 6 Foot Wall        | 7 Foot Wall | 8 Foot Wall |
| Traffic Noise  |  |  |                     |  |                    |             |             |
| US 50  | Lots adjacent to US 50                     | 200  | 115,830             | 72   | See Analysis Below |             |             |
| Empire Ranch Rd.   | Lots 88 to 89                              | 390  | 27,100              | 58   | *                  | *           | *           |
| Empire Ranch Rd.   | Townhomes                                  | 285  | 25,000              | 60   | *                  | *           | *           |
| Empire Ranch Rd.   | Lots 164 to 184 and 261 to 265             | 115  | 24,200              | 66   | 60                 | 59          | 58          |
| Empire Ranch Rd.   | Lots 1 to 13 and 144 to 265                | 300  | 24,200              | 59   | *                  | *           | *           |
| Easton Valley Pkwy. (Street C)   | West of “C” Dr.                            | 120  | 4,600               | 58   | *                  | *           | *           |
| Easton Valley Pkwy. (Street C)   | “C” Dr. to “D” Dr.                         | 105  | 800                 | 51   | *                  | *           | *           |
| Easton Valley Pkwy. (Street C)   | “D” Dr. to Placerville Rd.                 | 105  | 700                 | 51   | *                  | *           | *           |
| White Rock Rd.   | Lot 184                                    | 120  | 30,600              | 66   | 61                 | 60          | 59          |
| White Rock Rd.   | Lots 185, 193, 194, 213, 213, 243, and 244 | 210  | 30,600              | 63   | 57                 | 57          | 56          |
| Placerville Rd.  | Lots 4 to 24 and 216 to 246                | 175  | 12,400              | 60   | *                  | *           | *           |
| Railroad Noise   |  |  |                     |  |                    |             |             |
| SPTC   | Lots 4 to 24 and 216 to 246                | 100  | N/A                 | 55   | *                  | *           | *           |
| <sup>1</sup> Setback distances are measured in feet from the centerlines of the roadways to the center of residential backyards. |  |  |                     |  |                    |             |             |
| <sup>2</sup> Barrier heights are relative to pad elevations  |  |  |                     |  |                    |             |             |
| *Meets the City of Folsom exterior noise standard without mitigation. Standard does not apply to second floor facades.           |  |  |                     |  |                    |             |             |
| Source: j.c. brennan & associates, Inc., Environmental Noise Analysis, October 29, 2014.   |  |  |                     |  |                    |             |             |

Due to the high noise exposure predicted along US 50, a detailed analysis of noise control measures was conducted using the CadnaA sound prediction model. Error! Not a valid bookmark self-reference. shows recommended noise barrier locations to achieve 60 dB  $L_{dn}$  at all proposed sensitive receptor locations. The results of the analysis are shown on Figure 4.6-3 and Figure 4.6-4. Figure 4.6-3 shows the recommended project noise barrier design along US 50. Figure 4.6-4 shows the predicted US 50 noise exposure with and without noise reduction measures.

The closest noise source to the proposed elementary school would be Easton Valley Parkway (Street C) between “D” Drive to Placerville Road. As shown in Table 4.6-12, the anticipated exterior noise level along the roadway segment nearest the proposed elementary school would be 51 dBA  $L_{dn}$  without a sound wall. Because the segment nearest the elementary school was measured to generate an exterior noise level of 57 dBA  $L_{dn}$  at a distance of 75 feet, the anticipated exterior noise level at the elementary school would be well below the City of Folsom 60 dB  $L_{dn}$  exterior noise level standard.

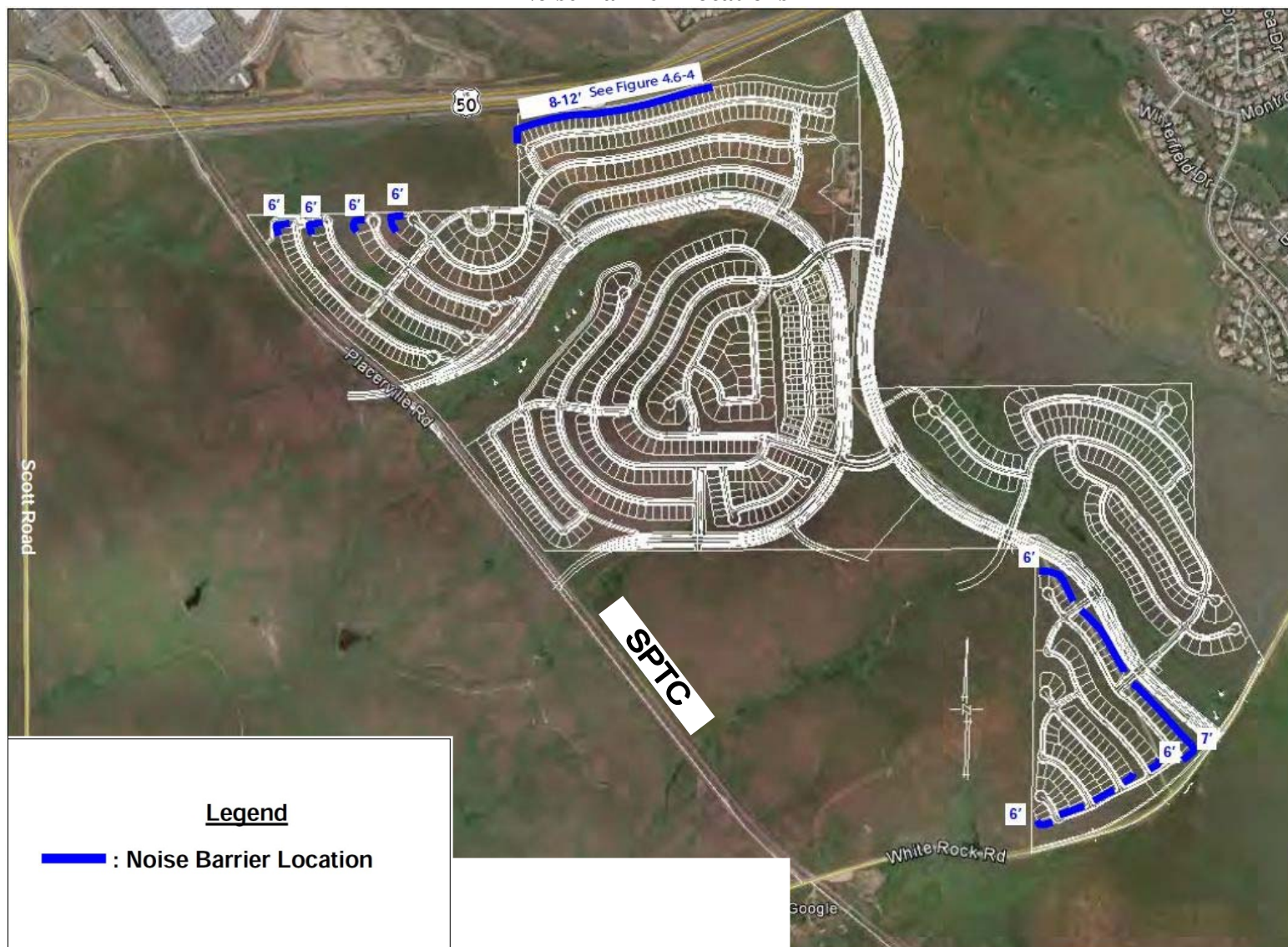
#### Interior Noise Levels

Modern construction typically provides a 25 dB exterior-to-interior noise level reduction with windows closed. Therefore, sensitive receptors exposed to exterior noise of 70 dB  $L_{dn}$  or less will typically comply with the City of Folsom 45 dB  $L_{dn}$  interior noise level standard. Additional noise reduction measures, such as acoustically rated windows, are generally required for exterior noise levels exceeding 70 dB  $L_{dn}$ .

Exterior noise levels are typically two to three dB higher at second floor locations. Additionally, noise barriers do not reduce exterior noise levels at second floor locations. The proposed residential uses are predicted to be exposed to unmitigated first floor exterior traffic noise levels ranging between 51 to 66 dB  $L_{dn}$  along project-area arterial roadways and up to 72 dB  $L_{dn}$  along US 50. Therefore, second floor facades are predicted to be exposed to exterior traffic noise levels of up to 54 to 69 dB  $L_{dn}$  along project-area arterials and 75 dB  $L_{dn}$  along US 50. Based upon a 25 dB exterior-to-interior noise level reduction, second floor interior traffic noise levels are predicted to range between 29 to 44 dB  $L_{dn}$  along project arterials and 50 dB  $L_{dn}$  along US 50. Therefore, interior noise control measures would not be required for receptors constructed along arterial roadways. However, interior noise control measures would be required for the first row of residential uses adjacent to US 50.

Building plans are not available for the proposed project at this time. Therefore, specific proposed interior noise control measures cannot be evaluated. However, windows having a sound transmission class (STC) rating of 35 to 38 would likely be required for second floor facades in addition to the use of resilient channels for walls parallel to US 50.

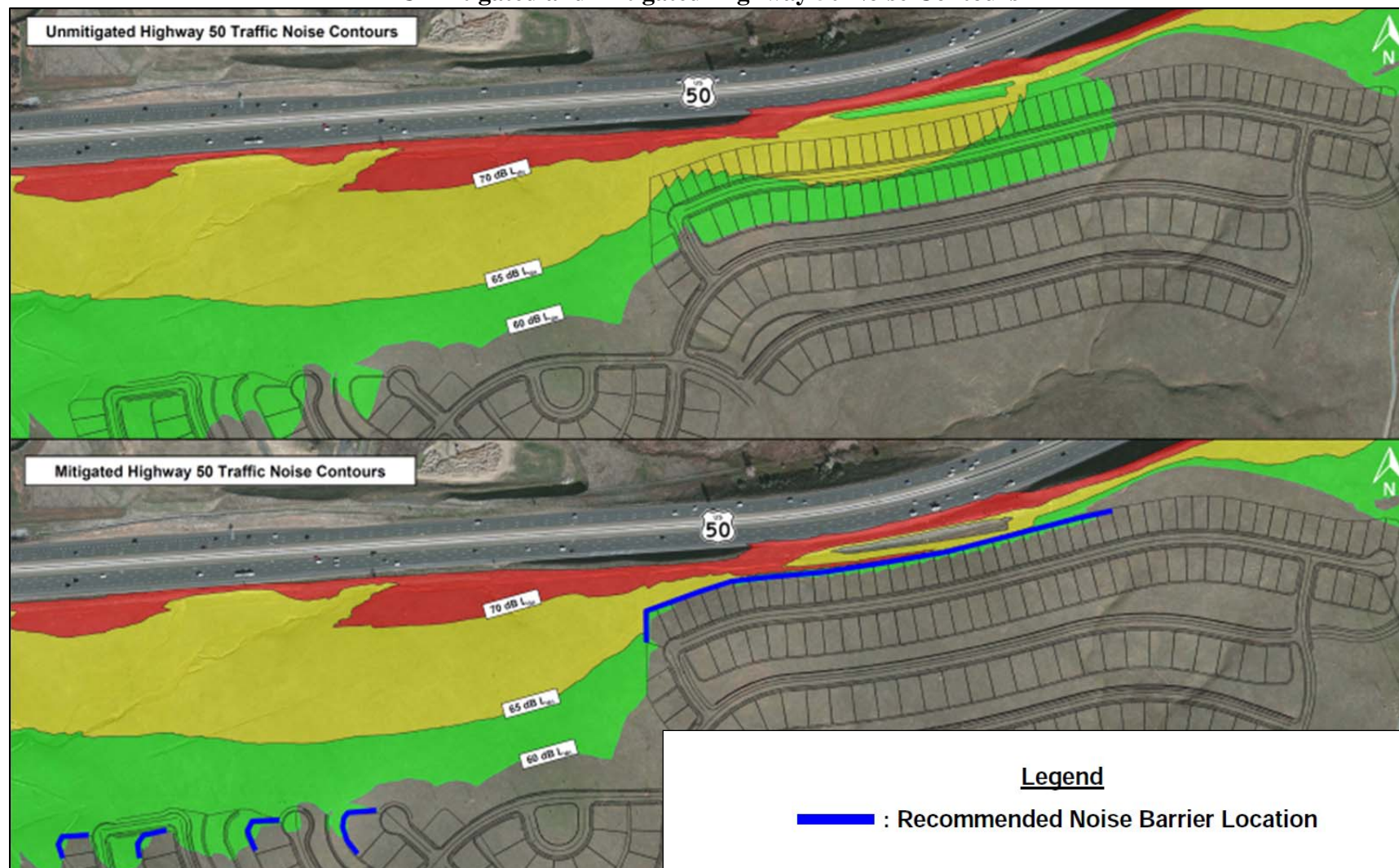
**Figure 4.6-2  
Noise Barrier Locations**



Source: j.c. brennan & associates, Inc., Environmental Noise Analysis, October 29, 2014

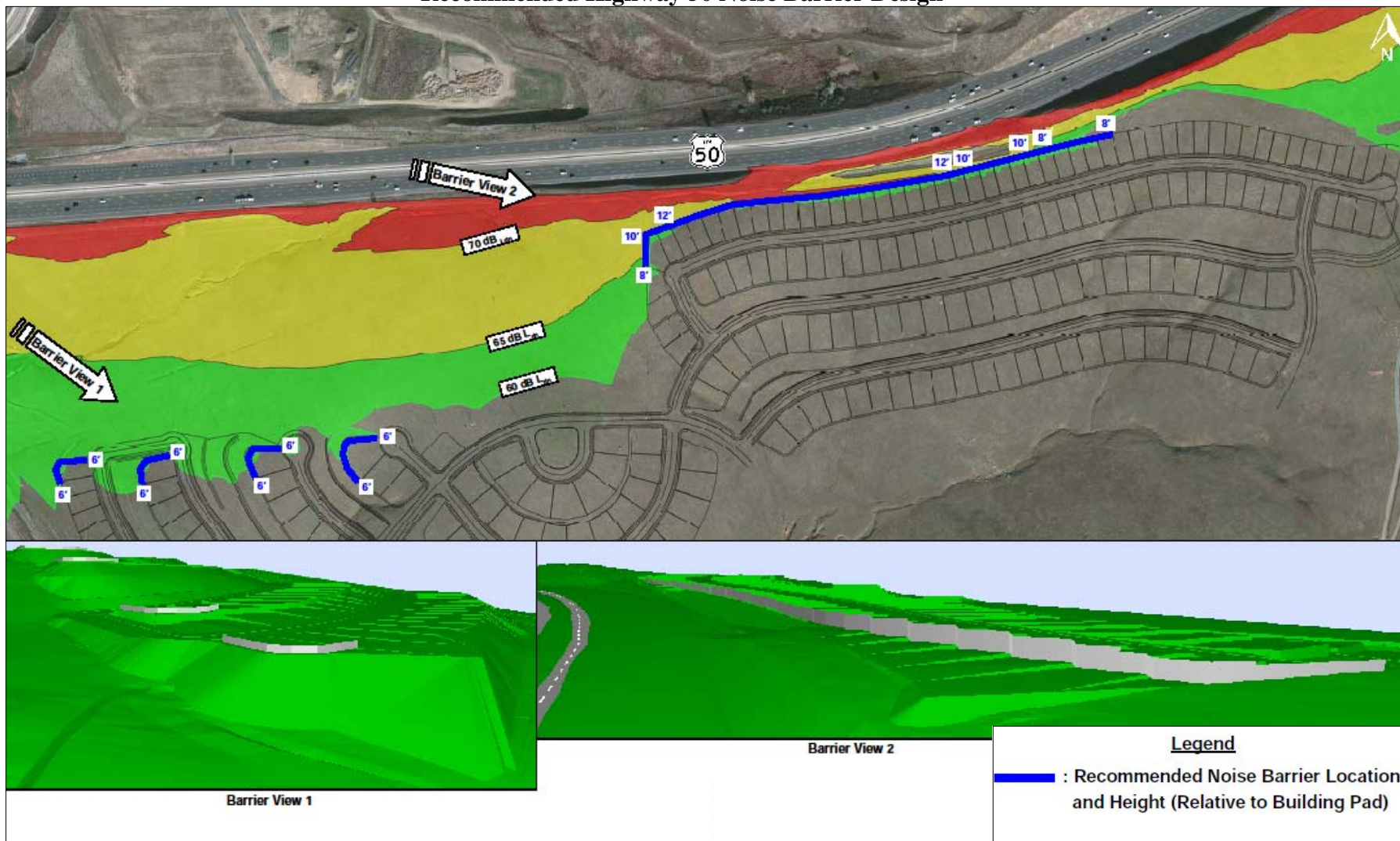


**Figure 4.6-3**  
**Unmitigated and Mitigated Highway 50 Noise Contours**



Source: j.c. brennan & associates, Inc., Environmental Noise Analysis, October 29, 2014

**Figure 4.6-4**  
**Recommended Highway 50 Noise Barrier Design**



Source: j.c. brennan & associates, Inc., Environmental Noise Analysis, October 29, 2014

### Interior Noise Levels

Modern construction typically provides a 25 dB exterior-to-interior noise level reduction with windows closed. Therefore, sensitive receptors exposed to exterior noise of 70 dB  $L_{dn}$  or less will typically comply with the City of Folsom 45 dB  $L_{dn}$  interior noise level standard. Additional noise reduction measures, such as acoustically rated windows, are generally required for exterior noise levels exceeding 70 dB  $L_{dn}$ .

Exterior noise levels are typically two to three dB higher at second floor locations. Additionally, noise barriers do not reduce exterior noise levels at second floor locations. The proposed residential uses are predicted to be exposed to unmitigated first floor exterior traffic noise levels ranging between 51 to 66 dB  $L_{dn}$  along project-area arterial roadways and up to 72 dB  $L_{dn}$  along US 50. Therefore, second floor facades are predicted to be exposed to exterior traffic noise levels of up to 54 to 69 dB  $L_{dn}$  along project-area arterials and 75 dB  $L_{dn}$  along US 50. Based upon a 25 dB exterior-to-interior noise level reduction, second floor interior traffic noise levels are predicted to range between 29 to 44 dB  $L_{dn}$  along project arterials and 50 dB  $L_{dn}$  along US 50. Therefore, interior noise control measures would not be required for receptors constructed along arterial roadways. However, interior noise control measures would be required for the first row of residential uses adjacent to US 50.

Building plans are not available for the proposed project at this time. Therefore, specific proposed interior noise control measures cannot be evaluated. However, windows having a sound transmission class (STC) rating of 35 to 38 would likely be required for second floor facades in addition to the use of resilient channels for walls parallel to US 50.

The proposed elementary school would be considered a sensitive receptor while class is in session during normal daytime hours. The elementary school would be most sensitive to interior noise levels that would distract students inside classrooms. As noted above, the anticipated exterior noise level along the roadway segment nearest the proposed elementary school would be 51 dBA  $L_{dn}$  without a sound wall. Based upon a 25 dB exterior-to-interior noise level reduction provided by modern construction, interior traffic noise levels at the proposed classrooms are predicted to be 26 dBA  $L_{dn}$  without a sound wall. Therefore, interior noise control measures would not be required for elementary school receptors.

### Conclusion

Because certain residential land uses closest to noise generating sources proposed at the project site would be exposed to exterior and interior noise levels greater than the noise level standards presented in the City of Folsom General Plan without mitigation, noise impacts to proposed sensitive receptors would be considered *potentially significant*. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, which would result in the generation of fewer trips. However, the proposed project still places residential and other sensitive uses along major arterial roadways. The proposed project



would result in similar transportation noise impacts on new sensitive receptors as the approved FPASP.

Project-Specific Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

- 4.6-3(a) *In conjunction with submittal of Improvement Plans for the development phase where noise barrier locations are recommended as illustrated in Figure 4.6-2, the applicant shall show on the Improvement Plans that sound walls and/or landscaped berms shall be constructed along US 50, White Rock Road, and Empire Ranch Road. The specific height and locations of the noise barriers shall be confirmed based upon the final approved site and grading plans. See Figure 4.6-2 and Figure 4.6-3 for the recommended noise barrier placement and required wall heights. Wall heights shown in the aforementioned figures are relative to building pad elevations. Noise barrier walls shall be constructed of concrete masonry units, earthen berms, other sound attenuation solution acceptable to the City, or any combination of these materials. Wood is not recommended due to eventual warping and degradation of acoustical performance. Abrupt transitions exceeding two feet in height shall be avoided. The Improvement Plans shall be subject to review and approval by the City Engineer.*

*Alternatively, and at the applicant's discretion, the applicant may submit a site-specific acoustical analysis for a specific development phase where noise barrier locations are recommended in Figure 4.6-2, that is prepared by an acoustical consultant recognized by the City of Folsom to determine confirm whether sound attenuation is needed, taking into account site-specific conditions (e.g. site design, location of structures, building characteristics, building orientation, etc.) in accordance with adopted noise standards. If sound attenuation is determined necessary, the site-specific acoustical analysis shall identify measures to reduce noise impacts to meet the City's noise standards at these locations, including, but not limited to, constructing exterior sound walls, constructing barrier walls and/or berms with vegetation, or other alternative attenuation solution acceptable to the City, provided that the improvement plans are accompanied with the acoustical analysis that confirms whether any proposed alternative solution will meet the adopted City noise standard. The acoustical analysis shall also take into consideration sound attenuation mitigation that may be required of parcels adjacent to the noise barriers.*

- 4.6-3(b) *In conjunction with submittal of the Building Permit for the residential uses with direct exposure to US 50 traffic noise, the applicant shall provide detailed analysis of interior noise levels conducted by a qualified*

*acoustical consultant recognized by the City of Folsom. The analysis shall include detailed noise control measures that are required to achieve compliance with the City of Folsom 45 dB  $L_{dn}$  interior noise level standard. The noise control measures may include, but are not limited to, installing windows with an STC rating of 35 to 38 for second floor facades and the use of resilient channels for walls parallel to US 50. The construction drawing for the residential uses with direct exposure to US 50 traffic noise shall denote any recommended noise control measures resulting from the analysis, subject to review and approval by the City Community Development Director.*

- 4.6-3(c) *In conjunction with submittal of Building Permits, the applicant shall show on the plans that mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation. The building plans shall be subject to review and approval by the City Community Development Director.*

FPASP EIR/EIR Applicable Mitigation Measure(s)

*None applicable.*

**4.6-4 Operational noise from activities on site post development. Based on the analysis below, the impact is *less than significant*.**

The proposed project includes lots for future school and park uses. Future development of the aforementioned uses on the project site could cause exterior noise levels to exceed the City's operational noise level standards at new residential receptors located near the proposed school and park parcels.

Children playing at neighborhood parks, outdoor recreational fields (softball, soccer, basketball, tennis), and school playgrounds are often considered potentially significant noise sources which could adversely affect adjacent noise-sensitive land uses. Typical noise levels associated with groups of approximately 50 children playing at a distance of 50 feet generally range from 55 to 60 dB  $L_{eq}/L_{50}$  and 70 to 75 dB  $L_{max}$ . Park and school activities are expected to occur during daytime hours. Therefore, noise levels from the playgrounds would need to comply with the City of Folsom exterior noise level standards of 50 dB  $L_{50}$  and 70 dB  $L_{max}$  at the nearest residential uses.

Based upon the reference noise level data discussed above, the 50 dB  $L_{50}$  noise contour would be located approximately 160 feet from the center of school playgrounds or recreational fields. The 70 dB  $L_{max}$  noise contour would extend approximately 90 feet from the center of school playgrounds or recreational fields. The park and school facilities would be separated from sensitive receptors by local roadways. The center of recreational fields would be located 180 feet or further from the nearest sensitive receptors. The center of school playgrounds would likely be located 209 feet or further from the nearest sensitive receptors. Therefore, park and playground-related noise levels would be less than 50 dB  $L_{50}$  and 70 dB  $L_{max}$ , and impacts related to operational noise are



considered *less than significant*. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses. The removal of commercial would result in the elimination of noise associated with truck deliveries, parking lots, etc. The proposed project would result in fewer operational noise impacts than the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIR Applicable Mitigation Measure(s)

*None applicable.*

### **Cumulative Impacts and Mitigation Measures**

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the City as well as buildout of the remainder of the FPASP.

**4.6-5 Cumulative impacts on noise-sensitive receptors. Based on the analysis below and with implementation of mitigation, the project's contribution to a cumulative impact would be *less than significant*.**

The cumulative context for noise impacts associated with the proposed project would consist of the existing and future noise sources that could affect the project or surrounding uses. Noise generated by construction would be temporary, and would not add to the permanent noise environment or be considered as part of the cumulative context. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed project and on-site activities resulting from operation of the proposed project.

Cumulative Traffic Noise

Vehicle trips associated with operation of the proposed project would result in changes to traffic on the existing roadway network within the project vicinity. As a result, project buildout would cause an increase in traffic noise levels on local roadways. To assess noise impacts due to project-related traffic increases on the existing local roadway network, noise levels have been calculated for the Cumulative Plus Project traffic condition. Table 4.6-13 shows the Cumulative condition traffic noise levels and the increase in noise levels for the Cumulative Plus Project condition. Future cumulative traffic noise conditions at the project site and impacts on the existing and proposed sensitive receptors are discussed in detail below.

**Table 4.6-13  
Cumulative and Cumulative Plus Project Traffic Noise Levels**

| Roadway               | Segment                            | Noise Levels (L <sub>dn</sub> , dB) at Nearest Sensitive Receptors |                      |        |   |                       |                       |
|-----------------------|------------------------------------|--|----------------------|--------|---|-----------------------|-----------------------|
|                       |                                    | Cumulative   | Cumulative + Project | Change | Distance to Cumulative + Project Traffic Noise Contours (feet) <sup>1</sup> |                       |                       |
|                       |                                    |  |                      |        | 70 dB L <sub>dn</sub>   | 65 dB L <sub>dn</sub> | 60 dB L <sub>dn</sub> |
| Broadstone Pkwy.      | Iron Point to E. Bidwell St.       | 63.8   | 63.6                 | -0.2   | 34  | 73                    | 156                   |
| Broadstone Pkwy.      | E. Bidwell St. to Empire Ranch Rd. | 59.8   | 59.8                 | 0.0    | 25  | 54                    | 116                   |
| Iron Point Rd.        | West of Broadstone Pkwy.           | 68.3   | 68.3                 | 0.0    | 69  | 149                   | 320                   |
| Iron Point Rd.        | Broadstone Pkwy. to E. Bidwell St. | 65.8   | 65.8                 | 0.0    | 52  | 113                   | 244                   |
| Iron Point Rd.        | E. Bidwell St. to Serpa Way        | 62.1   | 62.1                 | 0.0    | 30  | 64                    | 138                   |
| Iron Point Rd.        | Serpa Way to Empire Ranch Rd.      | 61.7   | 61.7                 | 0.0    | 28  | 60                    | 130                   |
| Iron Point Rd.        | East of Empire Ranch Rd.           | 61.6   | 61.5                 | -0.1   | 24  | 53                    | 113                   |
| White Rock Rd.        | Scott Rd. to Placerville Rd.       | 58.8   | 59.0                 | 0.2    | 74  | 159                   | 343                   |
| White Rock Rd.        | Placerville Rd. to Latrobe Rd.     | 65.4   | 65.6                 | 0.2    | 38  | 82                    | 177                   |
| White Rock Rd.        | East of Latrobe Rd.                | 68.9   | 68.9                 | 0.0    | 42  | 91                    | 196                   |
| Scott Rd.             | North of White Rock Rd.            | 66.0   | 67.1                 | 1.1    | 64  | 139                   | 299                   |
| Empire Ranch Rd.      | North of Broadstone Pkwy.          | 61.0   | 61.0                 | 0.0    | 25  | 54                    | 116                   |
| Empire Ranch Rd.      | Broadstone Pkwy. to Iron Point Rd. | 61.0   | 61.0                 | 0.0    | 25  | 55                    | 117                   |
| Empire Ranch Rd.      | South of Iron Point Rd.            | 62.5   | 62.6                 | 0.1    | 32  | 69                    | 148                   |
| El Dorado Hills Blvd. | North of US 50                     | 68.3   | 68.3                 | 0.0    | 76  | 165                   | 355                   |
| Latrobe Rd.           | US 50 to White Rock Rd.            | 69.6   | 69.6                 | 0.0    | 94  | 202                   | 435                   |
| Latrobe Rd.           | South of White Rock Rd.            | 65.4   | 65.4                 | 0.0    | 44  | 95                    | 206                   |

<sup>1</sup> Distances to traffic noise contours are measured in feet from the centerlines of the roadways.

<sup>2</sup> Traffic noise levels do not account for shielding from existing noise barriers or intervening structures. Traffic noise levels may vary depending on actual setback distances and localized shielding.

Source: j.c. brennan & associates, Inc., Environmental Noise Analysis, October 29, 2014.

### *Existing Sensitive Receptors*

Table 4.6-13 below shows cumulative traffic noise levels with and without the proposed project. As shown in Table 4.6-13, cumulative traffic noise would exceed City standards at sensitive receptor locations without the proposed project. When proposed project traffic noise is added to the Cumulative condition, the noise levels increase by as much as 1.1 dB. Because the Cumulative condition would exceed the exterior noise level thresholds, the FICON thresholds are utilized to determine if the project's contribution would be considered significant. Along Scott Road north of White Rock Road, the project would contribute up to 1.1 dB, which is less than the FICON thresholds of 3.0 dB or 1.5 dB. Therefore, although some areas may result in total noise levels that exceed the City's standard for exterior noise levels, the project's incremental contribution to traffic noise levels would be less than cumulatively considerable. As such, new residential uses will be constructed to comply with the applicable City of Folsom exterior and interior noise level standards.

### *Future Sensitive Receptors*

The proposed sensitive receptors, including 875 residential units and an elementary school, would be exposed to railroad noise from the SPTC and traffic noise from existing and proposed roadways. The analysis in Impact 4.6-3 utilized the cumulative traffic volumes to predict the cumulative traffic noise at new sensitive receptors, including the proposed residences and elementary school. As presented above, noise barriers six to seven feet in height would be required to reduce exterior noise levels to 60 dB  $L_{dn}$  or less at proposed sensitive receptors located along White Rock Road and Empire Ranch Road. For future sensitive receptors along US 50, a noise barrier ranging from eight to 12 feet in height would be required to reduce exterior noise levels to 60 dB  $L_{dn}$  or less. In addition, because the segment nearest the elementary school was measured to generate an exterior noise level of 57 dBA  $L_{dn}$  at a distance of 75 feet, the anticipated exterior noise level at the elementary school would be well below the City of Folsom 60 dB  $L_{dn}$  exterior noise level standard.

### Cumulative Operational Noise

Operational noise includes increased pedestrian activity from the additional residential uses of the site and the development of park and school uses. As noted above, typical noise levels associated with groups of approximately 50 children playing at a distance of 50 feet generally range from 55 to 60 dB  $L_{eq}/L_{50}$  and 70 to 75 dB  $L_{max}$ . However, the center of the proposed recreational fields would be located 180 feet or further from the nearest sensitive receptors and the center of the proposed school playground would likely be located 209 feet or further from the nearest sensitive receptors. Therefore, park and playground-related noise levels would be less than the 50 dB  $L_{50}$  and 70 dB  $L_{max}$  exterior noise level standard.

In the cumulative setting, the number of people utilizing the surrounding roads would increase as compared to project-level only, which could slightly raise noise levels on

local streets as more people utilize amenities in the area. However, the slight increase is not expected to substantially influence interior or exterior noise levels at nearby existing receptors. Consequently, pedestrian activity resulting from project buildout would not add to any cumulative noise levels. Cumulative buildout would not substantially add to the park and school noise analysis.

### Conclusion

Cumulative noise levels at the closest sensitive receptors without the proposed project would exceed City standards at many locations. The FPASP EIR/EIS concluded that impacts related to long-term exposure of sensitive receptors to increased traffic noise levels from project operation would be significant after implementation of Mitigation Measure 3A.11-4. Mitigation Measure 3A.11-4 of the FPASP EIR/EIS requires a site-specific acoustical analysis to be performed and the appropriate noise attenuation measures to be employed. A site-specific acoustical analysis has been performed for the proposed project and the recommended noise attenuation measures are required by Mitigation Measures 4.6-3(a), 4.6-3(b), and 4.6-3(c) above.

Because the increase in noise levels associated with implementation of the proposed project would be below the normally perceptible range established by FICON, the total noise increase associated with the proposed project would be considered a less-than-significant incremental increase to the future noise environment. In addition, at the locations not already exceeding noise standards, the addition of proposed project noise would not increase noise to levels that would exceed City standards. However, because noise attenuation measures would be required for the proposed sensitive residential receptors along US 50, White Rock Road, and Empire Ranch Road, the cumulative noise impact would be considered *potentially significant* without mitigation. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, which would result in the generation of fewer trips. The proposed project would generally result in less noise impacts than the approved FPASP.

### Project-Specific Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

4.6-5            *Implement Mitigation Measures 4.6-3(a) through 4.6-3(c).*

### FPASP EIR/EIR Applicable Mitigation Measure(s)

*None applicable.*

## Endnotes

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- <sup>1</sup> City of Folsom. *City of Folsom General Plan*. January 1993.
- <sup>2</sup> City of Folsom. *Folsom Plan Area Specific Plan*. June 28, 2011.
- <sup>3</sup> City of Folsom. *Folsom South of U.S. 50 Specific Plan Project Public Final EIR/EIS*. May 2011.
- <sup>4</sup> j.c. brennan & associates, Inc. *Environmental Noise Analysis, Russell Ranch*. October 29, 2014.
- <sup>5</sup> Caltrans. *Technical Noise Supplement, Traffic Noise Analysis Protocol*. November, 2009.
- <sup>6</sup> Federal Interagency Committee on Noise. *Federal Agency Review of Selected Airport Noise Analysis Issues*. August 1992.
- <sup>7</sup> DataKusti. *CadnaA State of the Art Noise Prediction Software*. Greifenberg Germany, 2009.
- <sup>8</sup> International Standards Organization. *ISO 9613-2:1996 – Acoustics: Attenuation of sound during propagation outdoors, Part 2, General method of calculation*. Available at: [http://www.iso.org/iso/catalogue\\_detail.htm?csnumber=20649](http://www.iso.org/iso/catalogue_detail.htm?csnumber=20649). Accessed: October 2014.
- <sup>9</sup> Caltrans. *Transportation Related Earthborne Vibrations*. TAV-02-01-R9601. February 20, 2002
- <sup>10</sup> City of Folsom. *South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration*. December 2014.
- <sup>11</sup> City of Folsom. *Folsom Municipal Code, Chapter 8.42: Noise Control*. September 9, 2014.
- <sup>12</sup> Sacramento County. *Sacramento County General Plan of 2005 – 2030*. Amended November 9, 2011.

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## 4.7. PUBLIC SERVICES, UTILITIES, AND HYDROLOGY

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## 4.7

## PUBLIC SERVICES, UTILITIES, AND HYDROLOGY

### 4.7.1 INTRODUCTION

The Public Services, Utilities, and Hydrology chapter of the EIR summarizes the setting information and identifies potential new demands resulting from the proposed project on water supply, wastewater systems, solid waste disposal, police and fire protection services, schools, libraries, parks, and recreation facilities. In addition, the Public Services, Utilities, and Hydrology chapter describes the existing drainage and water resources for the proposed project, and evaluates the potential impacts of the proposed project with respect to dry utilities, drainage, flooding, surface water resources, groundwater resources, seepage, and water quality. Information for the Public Services, Utilities and Hydrology chapter was primarily drawn from the *City of Folsom General Plan*,<sup>1</sup> the *Folsom Plan Area Specific Plan (FPASP)*,<sup>2</sup> the *Folsom South of U.S. 50 Specific Plan Project EIR/EIS (FPASP EIR/EIS)*,<sup>3</sup> the *Addendum to the FPASP EIR/EIS for Purposes of Analyzing an Alternative Water Supply for the Project (Addendum to the FPASP EIR/EIS)*,<sup>4</sup> the *City of Folsom website*, the *City of Folsom Municipal Code*,<sup>5</sup> the *Russell Ranch Specific Plan Amendment Water Supply Analysis Memo*,<sup>6</sup> *Folsom Plan Area Storm Drainage Master Plan*,<sup>7</sup> *City of Folsom Plan Area Wastewater Master Plan Update*,<sup>8</sup> *Folsom Plan Area Water System Master Plan*,<sup>9</sup> the *City of Folsom Sewer System Management Plan*,<sup>10</sup> *Sacramento Regional Wastewater Treatment Plant 2020 Master Plan*,<sup>11</sup> and the *Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP)*.<sup>12</sup>

### 4.7.2 EXISTING ENVIRONMENTAL SETTING

The following section describes the existing utilities, including water supply, wastewater collection and treatment, solid waste, police and fire protection services, school and library facilities, parks and recreation facilities, and dry utilities in the project area. In addition the section below describes the existing hydrological features of the project site and the surrounding region, as well as the water quality of the existing resources in and around the project site.

#### Water Supply and Treatment

The City of Folsom currently obtains water supplies exclusively from Folsom Lake, which is supplied by the 1,875-square-mile American River Watershed. Folsom Lake, which is owned by the U.S. Bureau of Reclamation, has a storage capacity of 975,000 acre-feet. For the portion of the City north of the American River, drinking water is supplied from the San Juan Water District which diverts the raw water to the Sydney N. Peterson Water Treatment Plant (SNPWTP) located at 9935 Auburn Folsom Road, Granite Bay. For the portion of the City south of the American River, including the project site, raw water is pumped or fed by gravity, depending on lake levels, from an outlet at the Folsom Dam to the City-owned and -operated Water Treatment Plant (WTP) located at East Natoma Street and Randall Drive through the Natoma Pipeline. The City's WTP has a capacity of 50 million gallons per day (MGD), and has

been retrofitted to accommodate recycling of plant operations water. Treated water is distributed throughout the service area in pipelines of various sizes. As undeveloped land, the FPASP area is not currently served by the City, and existing water infrastructure does not exist within the FPASP area boundaries.

According to the City's 2010 Urban Water Management Plan (UWMP), the City currently has, and is expected to continue to have, a domestic water supply of 46,790 acre-feet through the year 2035. Currently, the City delivers approximately 23,113 acre-feet of treated water from the WTP to residents and customers. It should be noted that the City does not have any proposed future water supply projects or programs to increase the amount of water supply available to the City. Rather, according to the UWMP, as a signatory to the Water Forum Agreement, the City would pursue regional and other possible transfer and exchange agreements, and implement water use reduction plans, as necessary to meet any increase in demand for water supply in excess of existing water supplies.

The City is currently experiencing a multiple dry-year. However, according to the City's 2010 UWMP, during multiple dry-years the City would declare a water shortage condition and implement actions allowed under the Folsom Municipal Code 13.26. Under Folsom Municipal Code 13.26, the City implements five stages of conservation, each of which is intended to achieve a given percentage reduction in water use, and penalty provisions for violations. Each stage implements more stringent restrictions and conservation measures designed to reduce City-wide water usage. Conservation measures at various stages include but are not limited to: prohibiting the use of free flowing hoses; restricting swimming pool and artificial pond filling and installation; and implementing landscape irrigation restrictions (i.e., days and times). A temporary reduction in demand of about 6 percent, resulting from implementation of Municipal Code 13.26, would provide about 1,920 acre-feet, enough to balance available supplies with customer demands. Similar to the single dry-year condition and pursuant to the Water Forum Agreement, agreements with other water suppliers would be triggered in Year 2 to provide an additional 5,000 acre-feet. In addition, Groundwater Extraction and Treatment (GET) A & B facility water of 3,250 acre-feet is available. Projected water supplies are 30,250 acre-feet, 30,250 acre-feet and 37,250 acre-feet, for Year 1, Year 2, and Year 3 respectively.<sup>13</sup> Therefore, with the combination of available pre-1914 water rights, GET A & B facility water, supplemental surface water from other purveyors, and moderate temporary demand reduction measures, the City would have sufficient water to meet all projected demands during single dry-year and multiple dry-year conditions.<sup>14</sup>

In 2004, the City of Folsom's residents voted in favor of Measure W, an amendment to the City Charter regarding local control of the FPASP area. Among others, Measure W required that the City identify and secure the source of water supply(ies) to serve the FPASP area. In addition, the new water supply shall not cause a reduction in the water supplies designated to serve the existing water users north of U.S. Highway 50 (US 50), and the new water supply shall not be paid for by residents north of US 50.

Since the passing of the Water Conservation Act of 2009, which requires local water suppliers to increase water supply reliability, the City has undertaken various water management measures, including implementing metered water rates beginning on January 1, 2013 and carrying out the



Water Systems Optimization Review (SOR) Program, consisting of conservation, repairs, improvements and replacements of existing water transmission and distribution facilities. Prior to the initiation of the SOR Program, the City identified “unaccounted water” of 25 to 30 percent within its water distribution system. The City’s actions through the SOR Program have made available new water supplies that cannot be used by the City’s existing water users north of US 50. The City has determined that the SOR Program and implementation of metered rates would recover an estimated amount of 6,450 acre-feet per year (AF), which is surplus to the present and forecasted demands of the City’s existing water users.<sup>15</sup>

According to the water supply addendum to the FPASP EIR/EIS, dated December 7, 2012, the FPASP’s projected water demand would be 5,600 AF; therefore, the City has generated, and would generate, the new water supply for the FPASP area through water management activities that already have been implemented. As a result, the FPASP area would not require connection to the Natomas Central Mutual Water Company (NCMWC) in order to serve the FPASP area, as what was originally proposed in the FPASP.

The City and certain land owners in the FPASP area (including the Applicant, the New Home Company) entered into a Water Supply and Facilities Financing Plan and Agreement Between the City of Folsom and Certain Landowners in the Folsom Plan Area to allocate up to 5,600 acre feet per year to the FPASP and provide for payment by the owners for this alternative water supply. Environmental review of this water supply was completed in the Addendum to the FPASP EIR/EIS, approved and certified by the Folsom City Council on December 11, 2012. The City thereafter filed a validation action with the Sacramento County Superior Court, and a Judgment Validating Water Supply Agreement was entered on October 16, 2013.<sup>16</sup> The judgment confirmed, among other things, that the water supply identified in the Water Supply and Facilities Financing Plan and Agreement: (a) complied with Measure W; and (b) constituted a valid and enforceable obligation. Therefore, providing the FPASP area water supply through the SOR Program is consistent with the requirements of Measure W.

Components of the overall FPASP area water system include an off-site transmission main as well as an on-site water treatment plant, storage tanks, booster stations, distribution mains and laterals. The installation of water improvements would be performed in a multi-phased approach. The initial water plan includes the construction of necessary backbone infrastructure and an on-site water treatment plant. The water treatment plant is conceptually located north of Street “A”. The final location of the water treatment plant would be negotiated between the property owners and the City, and may be located off-site if a suitable location is identified.

In addition, the FPASP would include a non-potable water distribution system, a “purple pipe” system. The distinguishing pipe color identifies a non-potable water system. The purpose of this system is to route non-potable water to parks, landscape parkways, and other locations appropriate for non-potable water use within the FPASP area. The “purple pipe” system reduces the use of potable water for irrigation purposes.

## **Wastewater Collection and Treatment**

The Sacramento Regional County Sanitation District (SRCSD) is responsible for the transmission, treatment, and disposal or reuse of the wastewater generated in the City of Folsom. The wastewater is collected by gravity in a series of main, trunk, and interceptor sewers. The City's Wastewater Division owns and operates the local collection system, including providing inspections, cleaning, repairs, and maintenance of the 267 miles of pipeline and nine lift stations within the City. As undeveloped land, the FPASP area is not currently served by the City, and existing sewer infrastructure does not exist within the FPASP area boundaries.

Through an agreement with the SRCSD, the City's wastewater is conveyed from the City's collection system through the SRCSD's regional sewer pipelines to the Sacramento Regional Wastewater Treatment Plant (SRWWTP) located in Elk Grove. The SRWWTP serves the entire Sacramento metropolitan area including the unincorporated county areas adjacent to the Cities of Sacramento, Citrus Heights, Elk Grove, Rancho Cordova, as well as the City of Folsom. Treated effluent is discharged into the Sacramento River.

The SRWWTP has a design and permitted average dry weather flow (ADWF) of 181 MGD. In 2000, the SRWWTP received and treated an average of 155 MGD and was projected to increase and surpass the 181 MGD capacity by 2007. Accordingly, the Sacramento Regional Wastewater Treatment Plant 2020 Master Plan was prepared in order to provide for the expansion of the SRWWTP to 218 MGD based on growth rates expected to be achieved in the Sacramento County region, and provides a phased program of recommended wastewater treatment facilities and management programs to accommodate the planned growth and to meet existing and anticipated regulatory requirements through the year 2020.

However, flows to the SRWWTP have decreased due to water conservation efforts over the last 10 years, and the State mandated water conservation efforts (i.e. 2010 California Green Building Standards Code) are expected to continue to further reduce the amount of wastewater in the future. In addition, the SRCSD has prioritized increasing water recycling in the region as an element to support the comprehensive effort to promote water supply reliability and Delta sustainability. Therefore, the SRCSD has determined the SRWWTP can provide capacity to future development beyond what was originally anticipated. Approximately 40 MGD of capacity is currently available at the SRWWTP.<sup>17</sup>

The proposed wastewater system serving the FPASP area would consist of gravity sewer mains, pump stations, force mains, localized collector lines, and individual laterals. Due to the topography of the FPASP area, wastewater would generally flow from east to west through gravity mains. A pump station is proposed for the FPASP area at the northwest corner of the FPASP to pump all wastewater flows, except those which may flow to the El Dorado Irrigation District (EID) service area, to the existing (dry) eight-inch, 12-inch, and 24-inch force mains constructed within Iron Point Road to serve the FPASP area.

## **Solid Waste**

The City's Solid Waste Collections Division collects and disposes of refuse, recyclables, and green waste within the City of Folsom. Solid waste and recyclables generated in the City are transferred to the Sacramento County Kiefer Landfill. Kiefer Landfill is the only landfill facility in Sacramento County permitted to accept household waste from the public, businesses, and private waste haulers. The 1,084-acre State-permitted landfill facility is located near the intersection of Kiefer Boulevard and Grant Line Road. Kiefer Landfill is permitted to accept a maximum of 10,800 tons per day of solid waste and currently only takes in an average of approximately 6,000 tons per day. Currently, the City of Folsom generates more than 200 tons of waste per day.<sup>18</sup> In addition, according to the Sacramento County Waste Management and Recycling Department, as the landfill has a permitted disposal area of 660 acres and is currently at 250 acres, the landfill is expected to have adequate capacity to serve the regional waste disposal needs for many years to come. The anticipated closure date for the landfill is approximately 2064.<sup>19</sup>

## **Police Protection Services**

Police protection services in the area are provided by the Folsom Police Department (FPD). The Folsom City Police Department is located at 46 Natoma Street in the City of Folsom, approximately five miles northwest of the proposed project. The FPD is staffed with 110 people, including officers and support staff.<sup>20</sup> In January of 2008, the Folsom City Council approved Resolution No. 8215 adopting the Law Enforcement Service Delivery Plan (SDP) 2008-2011. The SDP noted that the officer to population ratio in the City was 1.33 officers per 1,000 residents. However, the SDP recommends against using ratio methods for defining staffing and response decisions and suggests using Patrol Allocation Modeling (PAM) for accurately assessing personnel needs.<sup>21</sup> The FPD is comprised of two divisions: Support Services and Field Operations. The Field Operations (Patrol) Division is staffed with 68 personnel and includes a Patrol Bureau, a Traffic Bureau, Mounted Unit, K-9 Unit, CSI, and Special Weapons and Tactics (SWAT) Team. The Support Services Division consists of Citizens Assisting Public Safety (CAPS) Volunteers, the Communication Center (911), Criminal Investigation Bureau, Live Scan and Fingerprint Unit, Records Division, and Technical Services Bureau.

The primary functions of the Patrol Bureau are to provide prompt response to community requests for police assistance and to implement proactive measures that reduce and prevent criminal activity through Comprehensive Community Policing. The SWAT Team provides supplemental resource of specially trained officers for dealing with critical incidents. SWAT is a co-lateral assignment and team members have regular duty assignments in other divisions and bureaus. The Mounted Patrol Unit is currently a collateral assignment comprised of four horses, and was established to act as support to the Patrol Division. The Mounted Patrol Unit is active in basic patrol duties such as retail parking enforcement, focus enforcement on property crimes, outside agency assist for crowd control, and search and rescue operations. The K-9 Unit currently has three Police Service Dog teams. Each K-9 team consists of a sworn officer and a certified police service dog. Each canine is certified for protection and drug detection. The K-9 teams were created to assist police personnel in searching for evading suspects, assisting in the arrest of felony suspects, and protecting officers and the public at large.

The Traffic Bureau is staffed by one sergeant and seven officers, and is comprised of motorcycle enforcement, traffic collision investigation, an impaired driving unit, and commercial enforcement sections. The Traffic Bureau is intended to reduce the frequency of injury and fatal traffic collisions by a variety of means, including: analysis of collision causal data resulting in directed enforcement operations, seatbelt and child safety seat enforcement, sobriety checkpoints, and participation in the City-wide traffic safety committee.

An important measurement of service delivery is response time to emergency calls-for-service. The Police Department Service Delivery Plan calls for emergency call response within five minutes or less. Priority one and two calls are those that are considered life-threatening or have a risk for serious bodily injury, including such crimes as, murder, robbery, aggravated assault, and domestic violence. The FPD currently has an average response time of five minutes, which meets their response time goal.<sup>22</sup>

It should be noted that the adopted FPASP includes the planned construction of one police service center south of Easton Valley Parkway east of Scott Road.

### **Fire Protection and Emergency Medical Services**

Fire protection and emergency medical services are provided to the City of Folsom by the Folsom Fire Department (FFD). The FFD currently has four fire stations and responds to over 6,000 requests for service annually (an average of 16.4 per day).<sup>23</sup> Emergency Operations are managed by Division Chiefs who are responsible for an entire shift, including staff at all four fire stations. Captains are in charge of each individual station and the personnel working at each. Engineers drive and operate various types of equipment at the fire or medical scene. The largest concentration of personnel is the Firefighters. The FFD also has Paramedics who work on both ambulances and fire apparatus to provide care to the sick and injured. The FFD also has a special operations medic team that is highly visible at special events. The team uses a Yamaha Rhino that provides rapid access to ill or injured persons prior to the arrival of responding personnel, especially in areas that are congested and/or difficult to access. In addition, the Department is a member of a joint, county-wide communications center, and responds to emergencies in other jurisdictions when needed.

The Department responds to fire, paramedic, and public assistance calls utilizing fire engines, a truck company, grass units, an air unit, and paramedic ambulances. The FFD has four fire engines, one ladder truck, and two ambulances at the City's four fire stations.<sup>24</sup> Shift personnel work 24-hour shifts, averaging 10 workdays per month, to ensure a constant emergency response capability. Approximately 18 personnel are on each shift, including supervising officers. During the shift, personnel perform various duties when not responding to emergencies, including verifying that equipment is ready for emergency response, performing equipment maintenance, and training.

On 23 January of 2007, the Folsom City Council adopted Resolution 7979, A Resolution adopting revised emergency fire and medical response time standards that would determine fire and medical response time standards in the FPASP area. On 12 May 2009, the Folsom City

Council approved the FFD Service Delivery Improvement Plan (SDIP) that recommends improvements to the Department's service and mission areas.

According to the FPASP and consistent with Appendix E of the SDIP, the FFD is planning for two additional fire stations to be located within the FPASP area. The planned fire station sites are envisioned to be approximately 1.2 to 2 acres in size each. The FPASP includes one fire station (FS #1) to be located west of the oak woodlands open space adjacent to Oak Avenue; the second station (FS #2) is proposed to be located immediately east of Scott Road, adjacent to Street B, on a site adjacent to the proposed police substation.<sup>25</sup>

The El Dorado Hills Fire Department (EDHFD) currently serves a small portion of the northeastern FPASP area as a multi-jurisdictional District; however, the proposed project site is not included in the portion served by the EDHFD. The remainder of the FPASP is served by the FFD. According to the FFD's 2013 annual statistics, the Fire Department currently has approximately 0.76 firefighters per 1,000 population, which does not currently meet the established goal.<sup>26</sup> In addition, the FFD has set a goal to respond to 90 percent of department calls within five minutes. According to the 2013 annual statistics, the FFD had an average citywide emergency response time of six minutes, 21 seconds, which does not meet the response time goal of five minutes.

The Insurance Service Office (ISO), an advisory organization, classifies fire service in communities from 1 to 10, indicating the general adequacy of coverage. Communities with the best systems for water distribution, fire department facilities, equipment and personnel and fire alarms and communications, receive a rating of 1. The FFD has an ISO rating of 3.<sup>27</sup>

The nearest existing fire station to the proposed project site is Station #37, which is located at 70 Clarksville Road (near East Bidwell Street and Clarksville Road) approximately 1.6 miles northwest of the project site.

It should be noted that the adopted FPASP includes the planned construction of two fire stations. The planned fire station nearest the project site, would be located adjacent to the planned police service center south of Easton Valley Parkway east of Scott Road.

## **Schools**

The project site is located within the Folsom Cordova Unified School District (FCUSD). FCUSD serves kindergarten through grade 12 students in the City of Folsom, the City of Rancho Cordova and a portion of the unincorporated area of Sacramento County. Overall the District's enrollment can be characterized as having continuous growth over the past 30 years with only a minor decline during the closure of Mather Air Force Base in 1993 and the most recent economic downturn. On average, the District's enrollment has grown at the rate of over 300 students per year over the last 30 years to 19,117 students in October 2012. The District currently operates nineteen elementary schools, one charter school, four middle schools, three comprehensive high schools, two continuation high schools and four alternative and adult education centers.<sup>28</sup> The closest high school to the project area is Vista Del Lago High, located at 1970 Broadstone parkway, approximately 0.85 miles north of the proposed project site. The closest elementary

school to the project area is Russell Ranch Elementary, located at 375 Dry Creek Road, approximately 0.45 miles northeast of the proposed project site. All of the existing schools within the City of Folsom are illustrated in Figure 4.7-1.

The FCUSD student generation rates for single-family homes are shown in Table 4.7-1.

| <b>Table 4.7-1<br/>Student Generation Rates</b>  |  |
|--|--|
| <b>Grade Levels</b>  | <b>Student Generation Factor per Household</b> |
| Elementary (K-5)   | 0.32   |
| Middle (6-8)   | 0.15   |
| High (9-12)  | 0.17   |
| Special Education  | 0.03   |
| <i>Source: Folsom Cordova Unified School District Letter Addressed to Scott Johnson, May 21, 2014.</i> |  |

It should be noted that the adopted FPASP includes the planned construction of four elementary schools, one middle-high school, and one country day school (private). The proposed project includes construction of one elementary school on-site. In addition, two additional elementary schools are planned between Scott Road and the project site. Furthermore, the planned middle-high school would be located adjacent to Street “A” west of Scott Road.

### **Library Services**

The City of Folsom operates the Folsom Public Library, a 24,000 square foot building known as the Georgia Murray Building, located at 411 Stafford Street in the civic center adjacent to City Hall. The City offers additional library services with a joint-use branch library known as the Norman R. Siefkin Public Library, located at the Vista Del Lago High School. According to the FPASP, the two existing City libraries provide over 37,000 square feet of library space.

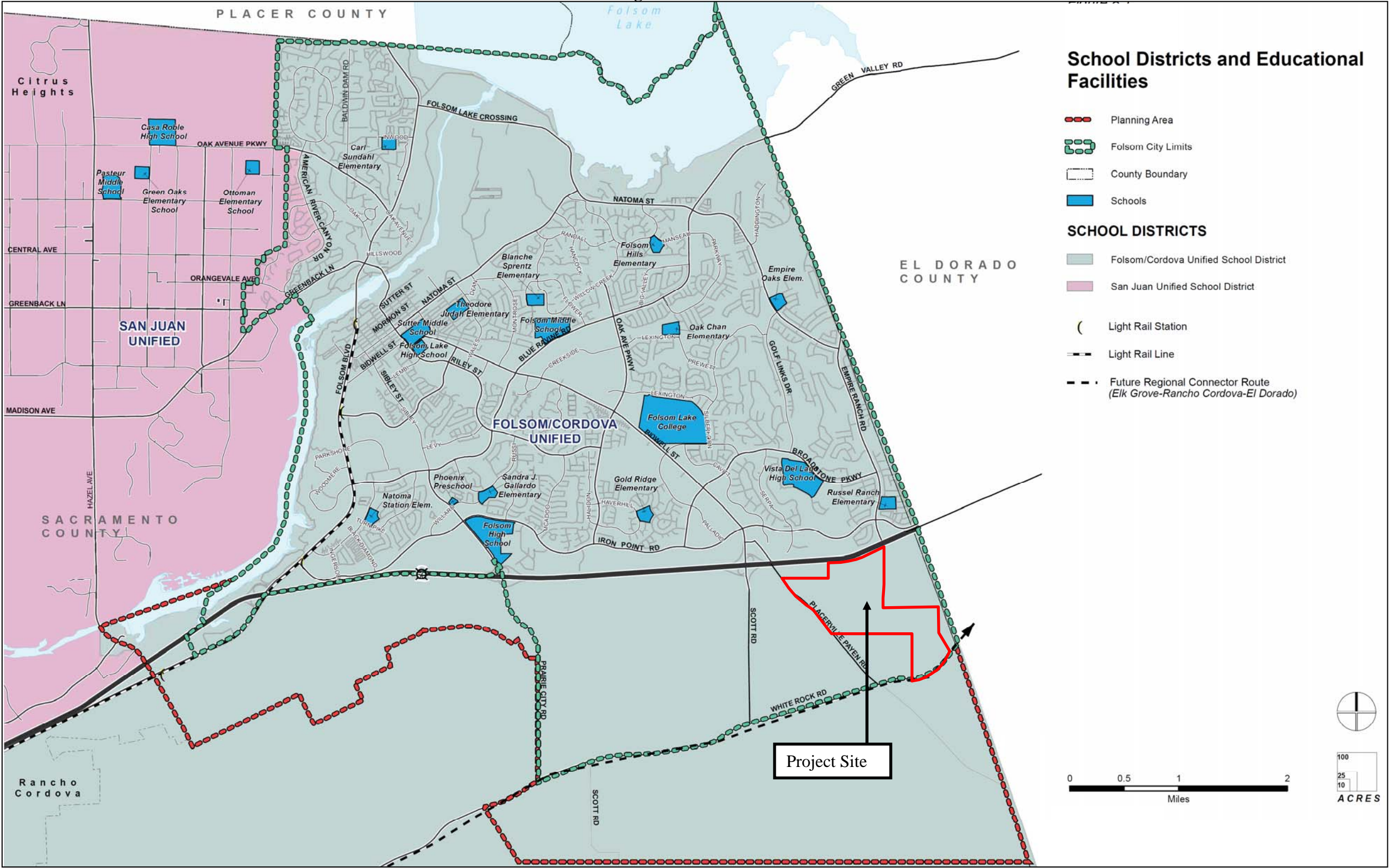
It should be noted that the adopted FPASP includes the planned construction of a Municipal Services Center which would provide approximately 15,000 square feet of space for a library. The planned library would be located between Easton Valley Parkway and Street “B” just west of Scott Road.

### **Parks, and Recreation Facilities**

The City of Folsom has over 50 public parks and recreational facilities, most of which include benches, picnic tables, play structures, walking trails, and grass. Located throughout the City's neighborhoods, the parks are a mixture of mini-parks, neighborhood, and community parks.<sup>29</sup> The closest existing park facility to the proposed project site is the Handy Family Park, located at 1700 Cavitt Drive, approximately 0.85 miles northwest of the project site. Handy Family Park has picnic tables, picnic pavilion, barbeques, play structure, restrooms, basketball court, and a grass soccer field (see Figure 4.7-2).



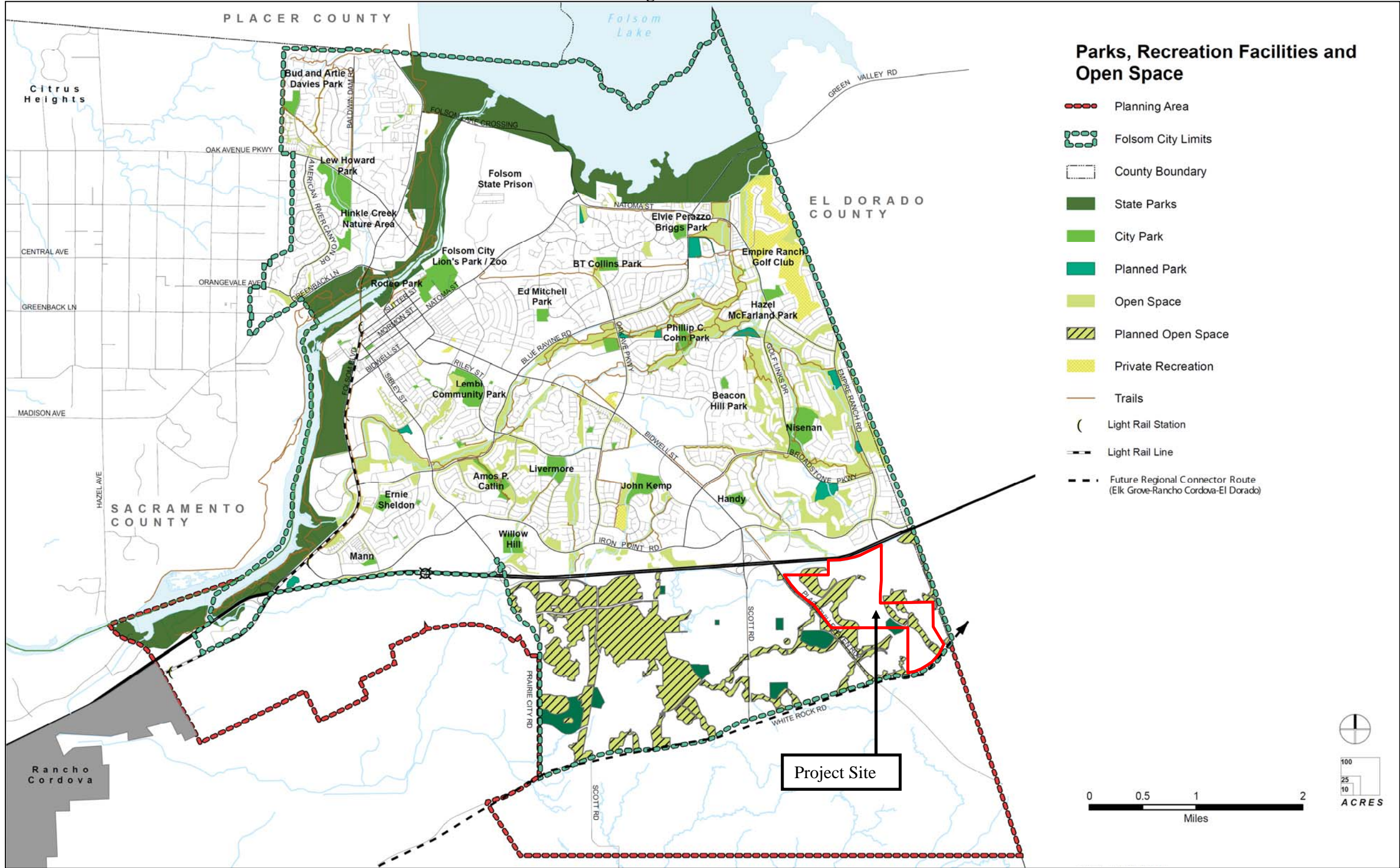
Figure 4.7-1  
Existing Schools within Folsom



Source: City of Folsom, 2014.



Figure 4.7-2  
Existing Parks within Folsom



Source: City of Folsom, 2014.



Section 16.32.040 in the Folsom Municipal Code requires the dedication of parkland or imposes a requirement for the payment of fees in lieu thereof, or a combination of both for park or recreation purposes as a condition to the approval of a tentative map or parcel map. Section 16.32.040 and Folsom General Plan Policy 35.12 set the minimum standards for parks, open space, and recreation facilities in the City of Folsom at five acres per thousand residents.

It should be noted that the adopted FPASP includes 1,063.3-acres of planned open space and an additional 125.1-acres of planned park land dedication. The planned park area nearest the project site, Central Park East, would be located between Street “A” and Street “B” just west of the project site.

### **Dry Utilities**

Natural gas, electricity, telephone and cable television services would be extended in joint trenches along all major roads, making these services available to all parcels in the FPASP area. Currently, the FPASP does not include these services. The joint trenches would be placed in franchise or public utility easements parallel and adjacent to road rights-of-way (ROW). All new distribution facilities would be underground, with the exception of facilities such as transformer, switches and other pedestal and pad-mounted equipment. Pacific Gas & Electric Company (PG&E), Sacramento Municipal Utility District (SMUD), AT&T, and Comcast Communications would serve the FPASP.

### **Regional Drainage**

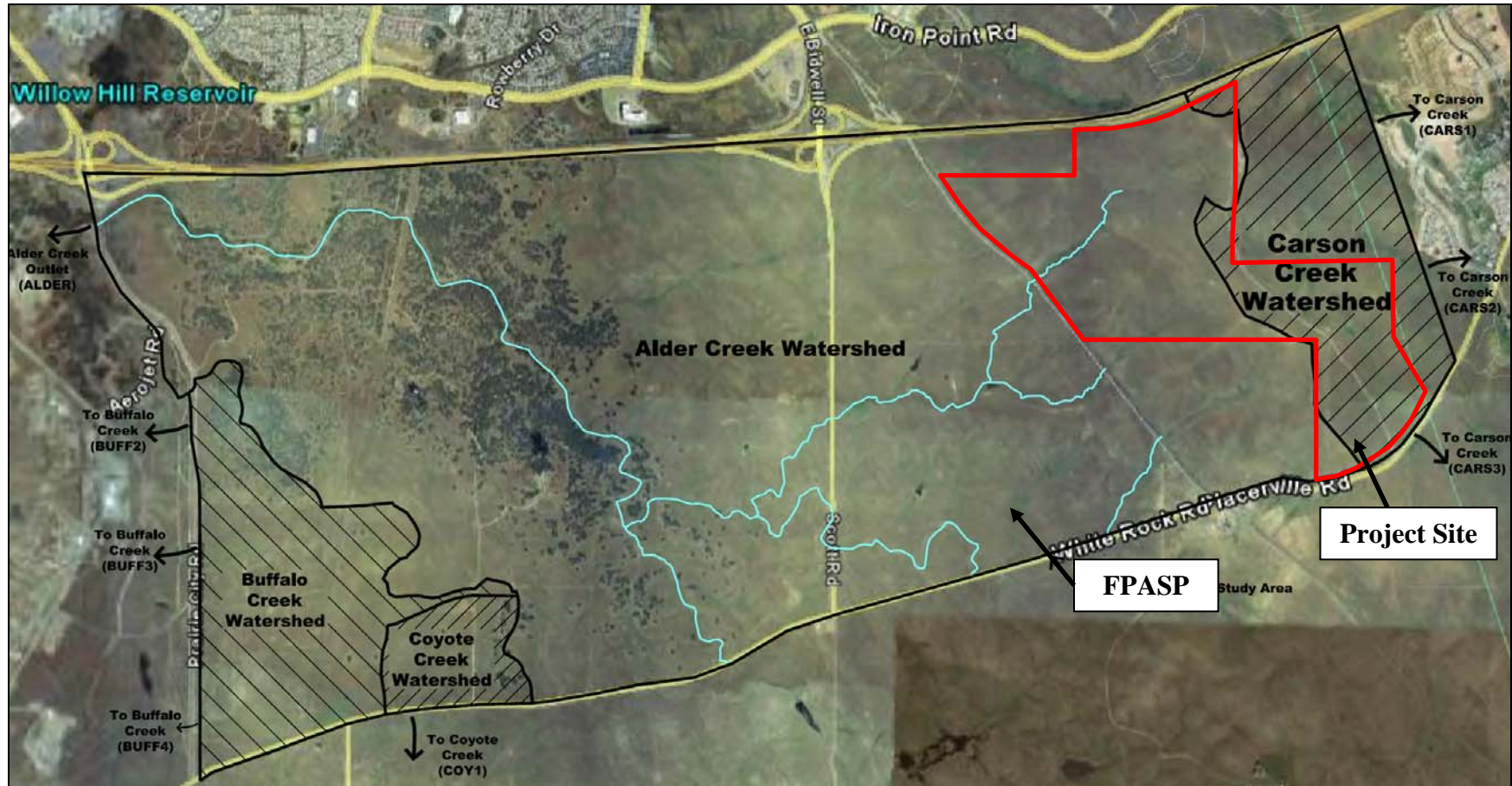
The City of Folsom is located east of the City of Sacramento in the lower foothills on the eastern edge of the Sacramento Valley, adjacent to the American River canyon. The climate in the region is Mediterranean, characterized by hot, dry summers, and cool, moist winters. Average annual rainfall is approximately 23 to 26 inches, but varies widely from year to year. Spring and fall are relatively short and mild with daytime maximum temperatures in the 70- and 80-degree Fahrenheit (°F) range. Rainfall is less common during the spring and fall seasons, and northerly winds are common as storm systems pass through the region to the north. The dry season, often lasting from May through October, is characterized by daytime maximum temperatures in the 80°F and 90°F range, frequently exceeding 100°F. Nighttime minimum temperatures during the dry season range from 50°F to 70°F.

Folsom Lake and Folsom Dam, as well as Lake Natoma and Nimbus Dam on the American River, are located adjacent to the City. In addition, various creeks are located throughout the City that collect water in the area and eventually drain to the American River. From the American River, water flows to the Sacramento River, and eventually to the Pacific Ocean. Creeks in the area include Willow, Humbug, Hinkle, and Alder Creek.

### **Local Drainage**

The FPASP area is primarily within the Alder Creek Watershed with small portions within the Carson Creek, Buffalo Creek and Coyote Creek Watersheds (see Figure 4.7-3). The majority of the land within the FPASP area is currently undeveloped property with one ranch style home that

Figure 4.7-3  
FPASP Watersheds



uses their land for boarding of horses. The vast majority of the FPASP area is currently used as grazing land for livestock. The rolling terrain of the FPASP area is comprised mostly of annual grasslands and some seasonal wetlands with drainages typical of eastern Sacramento County.

The City of Folsom Public Works Department provides stormwater services within the City. As undeveloped land, the FPASP area is not currently served by the City Public Works Division, and existing stormwater infrastructure does not exist within the FPASP area boundaries.

As the total area of impervious surfaces increases in previously undeveloped areas, infiltration of rainfall decreases, causing more water to runoff the surface as overland flow at a faster rate. Storms that previously did not produce runoff under rural conditions can produce erosive flows under developed conditions. The increase in the volume of runoff and the length of time that erosive flows occur ultimately intensifies sediment transport, causing changes in sediment transport characteristics and the hydraulic geometry (width, depth, slope) of channels, creeks and streams.

## **Water Quality**

Water quality data for the Alder Creek Watershed is limited, particularly in the upper and middle reaches. Nonpoint source loadings that may contribute potential contaminants include urban stormwater runoff and discharge from the upper and lower watershed. Currently, the Lower American River is listed on the California Clean Water Act Section 303(d) list because specific pollutants are present in the river. The water quality constituents of concern, based on the limited data for Alder Pond located near the Folsom auto mall and other local watersheds with similar land use conditions, are as follows:

- Nutrient loading (e.g., nitrogen and phosphorus), largely a result of landscape irrigation runoff (fertilizers) and car washing (detergents) in urbanized areas of the watershed;
- Metals (e.g., copper, lead, zinc) as a result of automobile use associated with US 50, other roadways, and parking lots; and
- Coliforms/pathogens as a result of pet and animal waste.

A water quality study was undertaken by the U.S. Bureau of Reclamation in 2002 in response to concerns from the U.S. Geological Survey (USGS) regarding mercury contamination in Lake Natoma and its tributaries. Although mercury was not detected in water quality samples, reconnaissance-level surveys of mercury contamination in edible fish tissue taken from several sites in Lake Natoma, including the vicinity of the mouth of Alder Creek, showed that concentrations of mercury found in fish tissue samples were high enough to warrant publishing a health advisory and safe fish consumption guidelines for Folsom Lake and Lake Natoma (Sacramento, El Dorado and Placer Counties) as well as the Lower American River (Sacramento County), which are still in effect today.<sup>30,31,32,33</sup>

The City of Folsom is taking steps to combat urban runoff pollution to keep local waterways clean. The City is a co-permittee to the Sacramento Areawide National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit. The

permit applies to urbanized lands (including developing areas) in the Alder Creek watershed. First issued in 1990, the latest permit was adopted on September 11, 2008 (NPDES Permit No. CAS082597, WDR Order No. R5-2008-0142). The permittees formed the Sacramento Stormwater Quality Partnership to coordinate and implement permit compliance activities.

A Stormwater Quality Improvement Plan (SQIP) developed for compliance with the NPDES MS4 Permit is the guiding document for the permittees and describes the activities to be implemented to reduce pollutant discharges in urban runoff to the maximum extent practicable. The SQIP for the cities of Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, Sacramento, and County of Sacramento was adopted on January 29, 2010 (Resolution No. R5-2010-0017).

Because urban runoff in the City's storm drainage system travels directly to neighborhood creeks and the American River without treatment, the City requires new development projects to integrate stormwater quality treatment controls into project designs to ensure that pollutants in site runoff are reduced to the maximum extent practicable.

## **Groundwater**

Most of the Alder Creek Watershed is located over the Sierra Nevada hydrogeologic province, an undefined groundwater basin. Only a relatively small portion of the land area of Sacramento County and the southeastern edge of El Dorado County is underlain by geologic materials with area extent, depth, and infiltration capability sufficient to provide natural groundwater recharge. Such areas occur primarily along active stream channels, primarily along the Cosumnes and American Rivers.

In the vicinity of the Alder Creek Watershed, the low permeability of soils inhibits infiltration, and the area has a poor capacity for substantial groundwater recharge. Only limited areas exist in the Alder Creek Watershed where potential groundwater recharge could occur (e.g., eastern portion of the watershed and creek corridors). Groundwater volumes typically vary locally throughout the region. Seasonally perched groundwater may be present in the fractures of the weathered bedrock found beneath the watershed at varying times of the year.

Groundwater quality has been degraded within the middle watershed and to the south of the Alder Creek watershed boundary due to historical operations associated with the Aerojet property, including activities involving chemicals handling such as solvents, fuels, oxidizers, metals, acids, oils, and other miscellaneous compounds. These chemicals have infiltrated the groundwater aquifer in some areas and have been recorded in groundwater wells downgradient. However, Aerojet is in the process of treating the groundwater and removing harmful contaminants to improve groundwater quality for downgradient water users. The Aerojet property is located in Rancho Cordova, approximately seven miles west and downgradient of the proposed project site.

### 4.7.3 REGULATORY SETTING

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Many agencies regulate public services, utilities and hydrology. The following discussion contains a summary review of regulatory controls pertaining to public services, utilities, and hydrology, including federal, State, and local laws and ordinances.

#### **Federal Regulations**

The following are the federal environmental laws and policies relevant to public services, utilities, and hydrology.

##### Clean Water Act (CWA)

The Federal CWA establishes the basic structure for regulating discharges of pollutants into surface waters of the U.S., and sets water quality standards for all contaminants in surface waters. Water quality standards are intended to protect public health, enhance the quality of water, and serve the purposes of the CWA. The Act defines water quality standards as federal or state provisions or laws that designate the beneficial uses of water and establish water quality criteria to protect those designated uses.

##### National Pollutant Discharge Elimination System

The NPDES permit system was established in the federal CWA to regulate municipal and industrial discharges to surface waters of the U.S. Each NPDES permit contains limits on allowable concentrations and mass emissions 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.

Nonpoint sources are diffuse and originate over a wide area rather than from a definable point. Nonpoint pollution often enters receiving water in the form of surface runoff, but is not conveyed by way of pipelines or discrete conveyances. As defined in the federal regulations, such nonpoint sources are generally exempt from federal NPDES permit program requirements. However, two types of nonpoint source discharges are controlled by the NPDES program – nonpoint source discharge caused by general construction activities, and the general quality of stormwater in municipal stormwater systems. The 1987 amendments to the CWA directed the federal EPA to implement the stormwater program in two phases. Phase I addresses discharges from large (population 250,000 or above) and medium (population 100,000 to 250,000) municipalities and certain industrial activities. Phase II addresses all other discharges defined by EPA that are not included in Phase I.

The City of Folsom is a co-permittee to the Sacramento Areawide NPDES MS4 Permit (NPDES Permit No. CAS082597, WDR Order No. R5-2008-0142), for which a SQIP was developed and adopted (Resolution No. R5-2010-0017). The NPDES MS4 Permit and SQIP are intended to develop, achieve, and implement a timely, comprehensive, cost-effective stormwater pollution control program to reduce the discharge of pollutants in stormwater runoff to the maximum

extent practicable from the permitted areas in the Sacramento urbanized area subject to the permittees' jurisdiction to receiving waters. The SQIP contains prescriptive requirements that must be satisfied related to monitoring and reporting, as well as the various program elements including the construction, commercial/industrial, new development, and public outreach elements.

Section 402 of the CWA mandates that certain types of construction activities comply with the requirements of the NPDES stormwater program. The Phase II Rule, issued in 1999, requires that construction activities that disturb land equal to or greater than one acre require permitting under the NPDES program. In California, permitting occurs under the General Permit for Stormwater Discharges Associated with Construction Activity, issued to the State Water Resources Control Board (SWRCB), implemented and enforced by the nine Regional Water Quality Control Boards (RWQCBs).

As of July 1, 2010, all dischargers with projects that include clearing, grading or stockpiling activities expected to disturb one or more acres of soil are required to obtain compliance under the NPDES Construction General Permit Order 2009-0009-DWQ. This General Permit requires all dischargers, where construction activity disturbs one or more acres, to take the following measures:

1. Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) to include a site map(s) of existing and proposed building and roadway footprints, drainage patterns and storm water collection and discharge points, and pre- and post- project topography;
2. Describe types and placement of Best Management Practices (BMPs) in the SWPPP that will be used to protect storm water quality;
3. Provide a visual and chemical (if non-visible pollutants are expected) monitoring program for implementation upon BMP failure; and
4. Provide a sediment monitoring plan if the area discharges directly to a water body listed on the 303(d) list for sediment.

To obtain coverage, a SWPPP must be submitted to the RWQCB electronically and a copy of the SWPPP must be submitted to the City of Folsom. When project construction is completed, the landowner must file a Notice of Termination (NOT).

#### Federal Emergency Management Agency

In March 2003, FEMA became part of the U.S. Department of Homeland Security. FEMA's continuing mission within the new department is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

FEMA is responsible for determining flood elevations and floodplain boundaries based on U.S. Army Corps of Engineers (USACE) studies. The boundaries of the 100-year floodplain are delineated by FEMA on the basis of hydrology, topography and modeling during predicted rainstorms. Areas designated as flood zones are shown on published FIRMs, which FEMA is



also responsible for distributing, that are used in the NFIP. These maps identify the locations of special flood hazard areas, including the 100-year floodplains. The NFIP requires owners of property within designated flood zones to purchase flood insurance.

FEMA allows non-residential development in the floodplain; however, construction activities are restricted within the flood hazard areas, depending upon the potential for flooding within each area. Federal regulations governing development in a floodplain are set forth in Title 44, Part 60 of the Code of Federal Regulations (CFR). These standards are implemented at the State level through construction codes and local ordinances; however, these regulations only apply to residential and non-residential structure improvements. Although roadway construction or modification is not explicitly addressed in the FEMA regulations, the California Department of Transportation (Caltrans) has also adopted criteria and standards for roadway drainage systems and projects situated within designated floodplains. Standards that apply to floodplain issues are based on federal regulations (Title 23, Part 650 of the CFR). At the State level, roadway design must comply with drainage standards included in Chapters 800-890 of the Caltrans Highway Design Manual.

CFR Section 60.3(c)(10) restricts cumulative development from increasing the water surface elevation of the base flood by more than one foot within the floodplain.

#### Safe Drinking Water Act

Under the Safe Drinking Water Act (SDWA) (Public Law 93-523), passed in 1974, the United States Environmental Protection Agency (U.S. EPA) regulates contaminants of concern to domestic water supply. Contaminants of concern relevant to domestic water supply are defined as those that pose a public health threat or that alter the aesthetic acceptability of the water. The contaminants of concern are regulated by the U.S. EPA primary and secondary Maximum Containment Level (MCLs). MCLs and the process for setting these standards are reviewed triennially. Amendments to the SDWA enacted in 1986 established an accelerated schedule for setting drinking water MCLs.

#### Disaster Mitigation Act of 2000

In 2000, the Disaster Mitigation Act was signed into law to amend the Robert T. Stafford Disaster Relief Act of 1988. Among other things, the legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide, and is aimed primarily at the control and streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of the Disaster Mitigation Act of 2000 include the following: funding for pre-disaster mitigation activities; developing experimental multi-hazard maps to better understand risk; establishing State and local government infrastructure mitigation planning requirements; defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP); and adjusting ways in which management costs for projects are funded. Mitigation planning provisions are outlined in Section 322 of the Act, which establishes performance based standards for mitigation plans and requires states to have a public assistance program to develop county government plans. The consequence of failure to develop an infrastructure mitigation plan is the

chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year periods by the same type of event.

### Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) regulates and oversees the energy industries in the interests of the American public. The Energy Policy Act of 2005 gave FERC additional responsibilities including interstate commerce, licenses and inspections, energy markets, and penalizing energy organizers and individuals who violate FERC rules in the energy markets.

### **State Regulations**

The following are the State environmental laws and policies relevant to public services, utilities, and hydrology.

### Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610 – 10656). The Act requires that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually shall prepare and adopt an UWMP within a year of becoming an urban water supplier and update the plan at least once every five years. The Act specifies the content that is to be included in an UWMP, and states that urban water suppliers 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. The Act also states that the management of urban water demands and the efficient use of water shall be actively pursued to protect both the people of the State and their water resources.

### State Water Resources Control Board

The SWRCB and the RWQCB are responsible for ensuring implementation and compliance with the provisions of the CWA and California's Porter-Cologne Water Quality Control Act. The project site is situated within the jurisdiction of the Central Valley Region of the RWQCB (Region 5). The CVRWQCB has the authority to implement water quality protection standards through the issuance of permits for discharges to waters at locations within the CVRWQCB's jurisdiction.

Water quality objectives for the waterways within the CVRWQCB are specified in the Water Quality Control Plan for the Sacramento River Basin and San Joaquin River Basin (Basin Plan), which was prepared in compliance with the CWA and the Porter-Cologne Act. The Basin Plan establishes water quality objectives, and implementation programs to meet stated objectives and to protect the beneficial uses of water in the Sacramento-San Joaquin River Basin. Because the project site is located within the CVRWQCB's jurisdiction, all discharges to surface water or groundwater are subject to the Basin Plan requirements.



### State Nondegradation Policy

In 1968, as required under the federal antidegradation policy described previously, the SWRCB adopted a nondegradation policy aimed at maintaining high quality for waters in California. The nondegradation policy states that the disposal of wastes into state waters shall be regulated to achieve the highest water quality consistent with maximum benefit to the people of the state and to promote the peace, health, safety, and welfare of the people of the state. The policy provides as follows:

- a) Where the existing quality of water is better than required under existing water quality control plans, such quality would be maintained until it has been demonstrated that any change would be consistent with maximum benefit to the people of the state and would not unreasonably affect present and anticipated beneficial uses of such water.
- b) Any activity which produces waste or increases the volume or concentration of waste and which discharges to existing high-quality waters would be required to meet waste discharge requirements which would ensure (1) pollution or nuisance would not occur and (2) the highest water quality consistent with the maximum benefit to the people of the state would be maintained.

### California Toxics Rule

In May 2000, the SWRCB adopted and California Environmental Protection Agency approved the California Toxics Rule (CTR), which establishes numeric water quality criteria for approximately 130 priority pollutant trace metals and organic compounds. The SWRCB subsequently adopted its State Implementation Policy (SIP) of Toxics Standards for Inland Surface Waters, Enclosed Bays, and Estuaries. The SIP outlines procedures for NPDES permitting for toxic pollutant objectives that have been adopted in Basin Plans and in the CTR.

### Construction Runoff Management

On September 2, 2009, the SWRCB adopted Order 2009 0009-DWQ, NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (“General Permit”), superseding Order 99-08-DWQ and establishing new requirements for stormwater discharges from construction activities. The new General Permit took effect on July 1, 2010, and applies to site disturbance as small as one acre, as described below.

Under the General Permit, any construction activity affecting one or more acres of land, or any activity that is part of a common plan of development or sale that disturbs one acre or more, as well as construction activities for linear overhead/underground utility projects that result in disturbance of one acre or more, must obtain a General Construction Activity Stormwater Permit Waste Discharge Identification Number. The September 2009 General Permit implements substantial changes from the prior permitting system, including risk-based assessments and numeric effluent limitations for projects covered under the General Permit. The General Permit also imposes effluent monitoring and reporting requirements.

### Senate Bill 610 and Senate Bill 221

In 2001, the California Legislature enacted two pieces of legislation relevant to environmental review focused on the water consumption associated with large development projects. Senate Bill (SB) 610 (Chapter 643, Statutes of 2001; Section 21151.9 of the Public Resources Code (PRC) and Section 10910 et seq. of the Water Code) requires the preparation of water supply assessments (WSAs) for large developments.<sup>34</sup> Government Code section 66473.7(a)(1) requires an affirmative written verification of sufficient water supply. Senate Bill 221 is designed as a “fail-safe” mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs early in the planning process.

### Water Conservation Act of 2009

The Water Conservation Act of 2009, or SB X7-7, was enacted in November 2009, requiring all water suppliers to increase water use efficiency. SB X7-7 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. The State shall make incremental progress towards this goal by reducing per capita water use by at least 10 percent by December 31, 2015.

- Each urban retail water supplier shall develop water use targets and an interim water use target by July 1, 2011.
- An urban retail water supplier shall include in its water management plan due July 2011 the baseline daily per capita water use, water use target, interim water use target, and compliance daily per capita water use. The California Department of Water Resources, through a public process and in consultation with the California Urban Water Conservation Council, shall develop technical methodologies and criteria for the consistent implementation of this part.
- The California Department of Water Resources shall adopt regulations for implementation of the provisions relating to process water.
- A Commercial, Institutional, Industrial (CII) task force is to be established that would develop and implement urban BMPs for Statewide water savings.
- Effective 2016, urban retail water suppliers who do not meet the water conservation requirements established by this bill are not eligible for State water grants or loans.

### California Green Building Code

The California Building Code (CBC) contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or rehabilitation of a building or other improvement to real property. The CBC is adopted every three years by the California Building Standards Commission (CBSC). In the interim, the CBSC adopts annual updates to make necessary mid-term corrections. The CBC standards apply State-wide; however, a local jurisdiction may amend a CBC standard if the jurisdiction makes a finding that the amendment is reasonably necessary due to local climatic, geological, or topographical conditions.

On January 12, 2010, the CBSC adopted the 2010 California Green Building Standards Code, otherwise known as the CALGreen Code. In addition to the new State-wide mandates, CALGreen encourages local governments to adopt more stringent voluntary provisions, known as Tier 1 and Tier 2 provisions, to further reduce air pollutant emissions, improve energy efficiency, and conserve natural resources. If a local government adopts one of the tiers, the provisions become mandates for all new construction within that jurisdiction. The most significant features of the 2010 CALGreen Code related to public services and utilities include the following:

- 20 percent mandatory reduction in indoor water use, with voluntary goal standards for 30, 35 and 40 percent reductions;
- Separate indoor and outdoor water meters to measure nonresidential buildings' indoor and outdoor water use with a requirement for moisture-sensing irrigation systems for larger landscape projects;
- Diversion of 50 percent of construction waste from landfills, increasing voluntarily to 65 and 75 percent for new homes and 80 percent for commercial projects;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

#### Uniform Fire Code

The Uniform Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the 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 Code contains specialized technical regulations related to fire and life safety.

#### California Health and Safety Code

State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, including regulations for building standards (as also set forth in the CBC), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, and fire suppression training.

#### California Occupational Safety and Health Administration

In accordance with California Code of Regulations, Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment", the California Occupational Safety and Health

Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hosing sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance and use of all fire-fighting and emergency medical equipment.

#### Office of Emergency Services (OES)

Title 19, Chapters 1 through 6, of the California Code of Regulations (CCR) establishes regulations related to emergency response and preparedness under the OES. The OES serves as the lead State agency for emergency management. OES coordinates the State response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the State through the State-wide Mutual Aid System. In California, the Standardized Emergency Management System (SEMS) provides the mechanism by which local government requests assistance. OES is the lead agency for mobilizing and obtaining State and federal resources, overseeing the mutual aid system, and, during an emergency, coordinating response efforts. In addition, during an emergency, the OES is responsible for collecting, verifying, and evaluating information about the emergency, facilitating communication with local government and providing affected jurisdictions with additional resources when necessary. If necessary, OES may task State agencies to perform work outside their day-to-day and statutory responsibilities.

#### Quimby Act

California Government Code Section 66477, Subdivision Map Act, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fee are based upon the residential density, parkland cost, and other factors. Land dedication and fees collected pursuant to the Quimby Act may be used for acquisition, improvement, and expansion of park, playground, and recreational facilities or the development of public school grounds.

#### California Integrated Waste Management Act—AB 939

To minimize the amount of solid waste that must be disposed of by transformation (i.e., recycling) and land disposal, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties are required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000. Solid waste plans are required to explain how each city's AB 939 plan will be integrated within the respective county plan. The plans must promote (in order of priority) source reduction, recycling and composting, and environmentally safe transformation and land disposal. Cities and counties that do not meet this mandate are subject to \$10,000-per-day fines.

### California Energy Commission (CEC)

The CEC is the state's primary energy policy and planning agency. Created by the Legislature in 1974, the CEC has five major responsibilities: forecasting future energy needs and keeping historical energy data; licensing thermal power plants 50 MW or larger; promoting energy efficiency through appliance and building standards; developing energy technologies and supporting renewable energy; and planning for and directing state response to energy emergencies. With the signing of the Electric Industry Deregulation Law in 1998 (AB 1890), the CEC's role includes overseeing funding programs that support public interest energy research; advancing energy science and technology through research, development, and demonstration; and providing market support to existing, new and emerging renewable technologies.

### California Public Utilities Commission (CPUC)

The CPUC regulates privately owned electric, telecommunications, natural gas, water, and transportation companies, in addition to household goods movers and rail safety. The CPUC is responsible for ensuring that customers have safe, reliable utility service at reasonable rates, protecting against fraud and promoting the health of California's economy.

### California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24 Building Standards)

The California Energy Commission (CEC) administers Title 24 Building Standards, which were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. California's building efficiency standards are updated on an approximately three-year cycle. The 2013 Standards continue to improve upon the 2008 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2013 Standards went into effect on January 1, 2014, following approval of the California Building Standards Commission.

### Warren-Alquist Energy Resources Conservation and Development Act

The Warren-Alquist Act gives statutory authority over energy resources to the CEC. The CEC regulates energy resources, coordinates research into energy supply and demand problems, and aims to reduce the increase of energy consumption.

## **Local Regulations**

The following are the local government's environmental policies relevant to public services, utilities, and hydrology.

### Sacramento Area Flood Control Agency

SAFCA was formed in 1989 by local agencies anxious to address the deficiencies in Sacramento's flood control system identified by the ACOE following the flood of 1986. Through

a joint exercise of powers agreement, the City of Sacramento, County of Sacramento, the Sacramento County Water Agency, Sutter County, the Sutter County Water Agency, the American River Flood Control District, and Reclamation District 1000 (RD 1000) pooled their common flood-control authorities, established a management structure, and identified a program for improving Sacramento's flood control system. This program has three elements:

1. Ensure the structural integrity of the existing levee system;
2. Provide at least a 100-year level of flood protection as quickly as possible to the areas within the FEMA 100-year floodplain by, among other actions, increasing the space available for flood control at Folsom Dam and Reservoir (Folsom); and
3. Work toward achieving at least a 200-year level of flood protection for the Sacramento area.

SAFCA finances the local share of the cost to improve Sacramento's flood control system by creating assessment districts and levying annual assessments on properties which benefit from the improvements. These assessments are billed on Sacramento County's and Sutter County's annual real property tax bill.

SAFCA has carried out its flood risk management program on a step-by-step basis. It has succeeded in moving flood zone properties in Natomas and North Sacramento from a high-risk status (less than 100-year protection) to a moderate-risk status (greater than 100-year but less than 200-year protection) by raising and strengthening levees around the Natomas basin and along lower Dry and Arcade creeks. When this work is completed, these properties will have greater than a 200-year level of protection and a relatively low risk of flooding. Outside the North Area, steps have been taken to ensure the integrity of the levee system along the Sacramento and American rivers and to secure additional flood storage space at Folsom Reservoir on an interim basis.

#### Sacramento Stormwater Quality Partnership

As part of the Sacramento Stormwater Quality Partnership, the City of Folsom cooperatively participates in decision-making and goal-setting for monitoring programs, is involved in consultant selection and review, and comments on compliance reports and other work products. The stormwater pollution prevention efforts needed to satisfy the NPDES MS4 Permit (NPDES Permit No. CAS082597) requirements are implemented through the SQIP, either jointly or by the individual permittees. The SQIP contains prescriptive requirements that must be satisfied related to urban runoff and water quality control. The major categories of SQIP activities, conducted jointly by the Sacramento Stormwater Quality Partnership, are:

- Program management – including legal authority and funding, inter- and intra-agency coordination, effectiveness assessment;
- Target pollutant program (including implementation of plans to target mercury and pesticides);
- Monitoring program to satisfy monitoring requirements specified in the monitoring and reporting program portion of the NPDES permit;
- Special studies; and
- Regional public outreach.

Additionally, the permittees may share resources related to selected program element activities, such as commercial and/or industrial inspections. Program activities implemented by individual permittees such as the City of Folsom primarily involve activities related to program management (e.g., legal authority, funding, regulatory liaison, compliance reporting, training and coordination within and outside of the organization), construction, commercial/industrial inspections, municipal operations, illicit discharges, public outreach, and new development.

### City of Folsom General Plan

The City of Folsom General Plan goals and policies relating to public services, utilities, and hydrology that are applicable to the proposed project are presented below:

#### *Public Facilities Element*

Goal 40      To set targets for the ultimate build-out of the City, to plan for the provision of public facilities and services to meet this level of development, and to phase development according to the capacity of public facilities and services to meet those targets.

Policy 40.1      No permit for construction shall be issued for any new development not served by existing municipal facilities until the following conditions have been met:

1. The applicant can provide for the installation and/ or financing (through fees or other means) of needed public facilities.
2. The project is included in the area covered by an existing facilities plan approved by the City.
3. The project can be served by on-site or private facilities meeting City and County health and safety requirements.

Policy 40.2      The City shall require the preparation of a facilities plan for an identified area when:

1. Development of an area necessitates the provision, extension, and/or expansion of municipal services and facilities which are not customarily constructed by a developer;
2. There is a need for services or facilities not otherwise funded by regular City fees; or
3. The construction of the necessary services and facilities cannot be logically or economically be provided by one landowner or developer in the normal sequence of orderly development.

Policy 40.3      An area facilities plan shall include, but not be limited to the following:

1. Description of the plan area, the basis for the selection of the proposed boundaries, and the development potential of the area which is based on a comprehensive land use map.
2. A statement of the plan's consistency with the Folsom General Plan and the City's Urban Development Policy.
3. Identification of the nature and extent of facilities necessary to serve the area and a schedule of estimated time within which facilities must be constructed.
4. Engineer's estimate of the total cost of such improvements (including plan preparation).
5. A plan for the equitable apportionment of costs among benefitted properties and adjustments thereof based upon the time such costs are paid.
6. The nature of the obligation of each landowner or developer.
7. Discussion of the options available to finance the improvements, including, but not limited to, construction by developers, an assessment district, fees, or a combination of these and/or other provisions.
8. Provisions for amendments to the plan, which may result from changes in the plan area, development patterns, etc.
9. Provisions to refund or reimburse landowners who construct facilities with capacity beyond the ultimate need of their developments.
10. A statement which recognizes that the financial commitments required pursuant to such plans are not in lieu of other municipal service and facilities fees. The financial commitments of landowners/developers shall be taken into account by the City in determining the extent of the imposition of such other municipal service and facilities fees.
11. A statement which recognizes that the area facilities plan is not intended to be responsible for the provision of all possible public facilities that will be needed in the future and that there are or may be additional costs/fees established by the City, and other jurisdictions (such as school district) that may apply to the area. However, the plan must address the need for all public facilities which may reasonably be assumed to be necessary during buildout of the area.
12. Provisions for administration of the area plan and the collection and distribution of funds.



- Policy 40.4 All new development projects shall be planned for an urban level of services:
1. Sidewalks, gutters, and storm drains constructed to standards established by the City, except for residential estates and other projects when appropriately excluded.
  2. Sanitary sewer lines of appropriate size to accommodate the project and that will tie into the City's main lines.
  3. Public or private roads that can accommodate at least two lanes of traffic.
  4. Parking and circulation systems that accommodate emergency vehicles and equipment.
- Policy 40.5 The City shall annually monitor the City's available municipal water supply to ensure adequate reserves exist to serve projected water demand. In the event projected demand exceeds supply, the City may take the following actions to prevent the anticipated shortfall:
1. Condition development approvals on the availability of identified water supplies.
  2. Building permits covered by the former General Plan area should be restricted until such time as the City determines adequate supplies exist to allow unrestricted hookups to the municipal water system.
  3. Seek to renegotiate municipal water contracts with large water demand users.

*Land Use Element*

- Goal 16 To allow for public and quasi-public land uses meeting the governmental service, education, cultural, recreational, and religious needs of Folsom residents.
- Policy 16.1 Fire and Police department substations shall be planned and located so that a maximum response time goal as set by the City Council can be maintained.
- Policy 16.2 Public facilities, such as utility substations, water storage or treatment plants, pumping stations, and sewer treatment plants, should be located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not negatively impact nearby land uses. Building materials and landscaping shall be used to make these land uses less visually obtrusive from neighboring properties.

- Policy 16.8      Utility company ROW may be considered for their use as public or private open space, trails, parkland, or other compatible recreational uses.

*Parks and Recreation Element*

- Goal 35          To achieve and maintain quality parks which provide optimum satisfaction to the leisure and recreation needs of the citizens.

- Policy 35.1      The City shall construct parks with originality and innovation in design that provide challenge and self-renewal to the user and viewer.
- Policy 35.2      The City shall develop a listing of equipment standards and design guidelines for parks and recreation facilities.
- Policy 35.3      The City shall maintain its parks and recreation facilities in accordance with City adopted maintenance standards.
- Policy 35.4      The City shall encourage, where appropriate, the inclusion of bikeways, walkways, and equestrian trails in parks, parkways, and open space acreage.
- Policy 35.5      Where feasible, park sites throughout the City shall be integrated with the Bikeways Master Plan and bicycle trails outside the City such as the American River Bike Path.
- Policy 35.6      The City shall encourage the development of parks with night-use capability.
- Policy 35.7      The City shall encourage construction of shelters, such as pavilions, arbors, lattice canopies, etc. to form shade and shelter for year round use. In conjunction with the shelters, the planting of trees shall be encouraged to increase the shade areas and aesthetics of the parks.
- Policy 35.8      Park sites shall be accepted by the City if judged to be useful for passive and/or active uses. Land constrained by drainage, slopes, and structures which limit the full recreational use of the site shall not be accepted as parkland acreage. Such lands may be accepted as open space or parkway acreage. Credit or partial credit for constrained lands may be allowed if they are found to be usable or can be made usable in compliance with standards for parkland dedication included in the Parks and Recreation Master Plan and Parkland Dedication Ordinance.

- Policy 35.9 Easements and designated open space/natural areas shall not be credited as parkland acreage. These areas may be used for parkland but shall not be credited for Parkland pursuant to the parkland dedication ordinance. These easements, natural areas and designated open spaces are an existing resource within Folsom as identified in the General Plan and that to credit these lands for Parkland would reduce the full potential of open space that the City requires in order to achieve and maintain the desired quality of life.
- Policy 35.10 The City shall actively encourage the protection and preservation of natural habitats identified in the Open Space and Conservation Element.
- Policy 35.11 The City shall strive to acquire and develop parklands within existing neighborhoods which comply with the standards of the Parks and Recreation Element and the General Plan.
- Policy 35.12 The following standards are the minimum acceptable standards for parks, open space and recreation facilities in the City of Folsom:
- Parkland Acreage Standard - Five acres per thousand population (5 acres per 1,000 persons) (see page 31-6 of the Folsom General Plan for remaining parks, open space and recreation facilities standards).
- Goal 36 To acquire and improve land and facilities for recreational use in pace with local needs.
- Policy 36.1 The City shall acquire and develop sufficient lands to meet the recreational needs of the citizens.
- Policy 36.2 The City shall encourage the creation of a series of parks that serve as focal points for surrounding neighborhoods.
- Policy 36.3 The City shall encourage the development of parkways and greenbelts as an integral link between the city-wide park system.
- Policy 36.4 The City shall monitor the condition of all facilities in order to repair and replace equipment as needed, and insure that State safety standards and guidelines are being met.
- Policy 36.5 The City shall develop programs to identify and attain alternative sources of funding for the acquisition and development of parklands and financing of recreation programs.

- Policy 36.6      The City shall improve undeveloped and developed parkland as financially feasible.
- Policy 36.7      The City shall develop and maintain a capital improvement program (CIP) for long term and short term recreation projects.
- Goal 37      To achieve and maintain quality recreation activities which provide optimum satisfaction to the leisure and recreation needs of the citizens.
- Policy 37.1      The City shall encourage the provision of programs and activities designed to meet the recreational needs of the residents of Folsom.
- Policy 37.2      The City shall continue to develop facilities and programs for indoor and outdoor activities directed toward the needs of the neighborhood served.
- Policy 37.3      The City shall encourage the incorporation into parks and recreation planning the needs of all age groups, handicapped, and special interest groups.
- Policy 37.4      The City shall encourage the expansion of services to senior citizens and latch key kids.
- Policy 37.5      The City shall encourage and/or co-sponsor various ethnic programs and activities of local interest.
- Policy 37.6      The City shall encourage that residents of Folsom be given first priority in participation of recreation sponsored programs, activities, and leagues.
- Policy 37.7      The City shall encourage or co-sponsor programs that involve the entire family, e.g. Family Fun Faire, Sports and Field Day, community picnics, and Kite Day.
- Goal 38      To involve and inform the residents, merchants, and visitors of the need for public participation in planning, development, and proper maintenance of recreation facilities.
- Policy 38.1      The City shall strive to implement registration procedures which require minimal paperwork for individuals and groups.
- Policy 38.2      The City shall encourage citizen participation in park and recreation planning through the Park and Recreation Commission.

- Policy 38.3      The City shall encourage neighborhood beautification projects, anti-pollution drives, recycling and other conservation activities that enhance the environment.
- Policy 38.4      The City shall develop a handbook of facility use and maintenance for groups and individuals using City facilities.
- Policy 38.5      The City shall continue to publish and advertise recreation programs, leagues and special events at a minimum of three times per year.
- Goal 39      To effectively use the resources of the City of Folsom and other governmental entities (such as school districts, county, State and federal agencies) to accomplish coordinated, effective planning of recreation and leisure activities.
- Policy 39.1      The City shall encourage those agencies actively providing recreational programs and activities to continue those programs and activities.
- Policy 39.2      The City shall encourage the use of college interns in all areas of parks and recreation.
- Policy 39.3      The City shall encourage the use of community residents to instruct special interest programs: e.g. fishing, fly-tying, gun safety, dance, etc. The City may serve as coordinator for such programs by providing facilities, public relations, instructors, and by paying instructor fees.
- Policy 39.4      The City shall encourage the aid of State or County park rangers, i.e. Folsom Lake State Recreation Area, to provide leadership in programs that inform the community on topics such as conservation and fire safety.
- Policy 39.5      The City shall continue the execution of a joint use, and development arrangement with the FCUSD and encouraging an agreement with the Los Rios Community College District.
- Policy 39.6      The City shall work cooperatively with the County Department of Parks and Recreation, State Department of Parks and Recreation, State Department of Corrections and State Department of Fish and Game in coordinating facility development and program offerings.

*Open Space and Conservation Element*

Goal 25        Wherever feasible, to preserve, acquire, rehabilitate, enhance and maintain the identified resources for the use and enjoyment of present and future generations. The identified resources include, but are not limited to:

1. American River Corridor
2. Humbug Creek
3. Blue Ravine Creek
4. Hinkle Creek
5. Willow Creek
6. Lake Natoma
7. Folsom Lake
8. Willow Hill Reservoir, if feasible

Policy 25.1        The surface and groundwater quality of Folsom shall not be degraded from City standards.

Goal 28        To provide for the production of natural resources when compatible with the goals and policies of the General Plan.

Policy 28.1        The City should adopt water conservation measures which reduce water consumption, by user type.

Policy 28.2        The quality and quantity of surface water runoff from a property shall not exceed existing flows or existing quality or shall comply with City standards for off-site drainage. The City shall implement a surface runoff water quality monitoring program to insure compliance with City standards.

*Safety Element*

Goal 29        To protect lives and property from unacceptable risks resulting from natural and manmade hazards.

Policy 29.1        Fire and Police Department personnel/resident population ratios shall be maintained at adequate levels as defined by the City Council.

Policy 29.2        The City shall maintain a fire prevention and retention program for buildings.

Policy 29.4        The City shall work with the U.S. Army Corp of Engineers in developing standards for development within the inundation boundary resulting from a failure of Folsom Dam or the dikes retaining Folsom Lake.

## City of Folsom Municipal Code

In accordance with General Plan policies, the City requires new development to pay its fair share of the cost to expand public facilities and services necessary to serve residential, industrial, and commercial development. In order to accommodate new development, maintain an acceptable level of service, and alleviate the effects of the increased demand on City services, the City of Folsom requires certain necessary improvements as a part of the development and/or the payment of municipal services and facilities fees consistent with the proportional effect of the development on such services. The City periodically updates its fees to reflect the cost of providing municipal services and facilities. The Folsom Municipal Code includes the following chapters and sections regarding public services, utilities, and hydrology.

### *Chapter 3.20, Municipal Services Charges*

Chapter 3.20 of the Folsom Municipal Code discusses fees associated with the collection of solid waste, the provision of sanitary sewer service, the furnishing of water service for domestic, commercial, or industrial use, and the furnishing of water service for an automatic fire sprinkler protection system.

### *Chapter 3.80, Capital Improvement New Construction Fee*

Chapter 3.80 of the Folsom Municipal Code addresses fees associated with the provision of adequate police, fire, and general governmental services and facilities to serve new residential, industrial, and commercial development throughout the City.

### *Chapter 8.70, Stormwater Management and Discharge Control*

As discussed above, the City of Folsom is a co-permittee to the Sacramento Areawide NPDES MS4 Permit (NPDES Permit No. CAS082597), for which a SQIP was developed and adopted. The NPDES MS4 Permit and SQIP require the City to conduct a broad range of activities to prevent urban runoff pollution in the City. Chapter 8.70 of the Folsom Municipal Code, otherwise known as the City's Stormwater Ordinance, was established in compliance with the SQIP in order to protect the quality of water in the storm drain system. The Stormwater Ordinance sets forth general provisions, prohibited discharges, general requirements for reduction of pollutants in stormwater (Section 8.70.200), and enforcement.

### *Chapter 14.29, Grading*

Chapter 14.29 of the Folsom Municipal Code, otherwise known as the City's Grading Ordinance, sets forth a number of requirements, such as requirements pertaining to grading permits, grading permit requirements, plans and specifications, grading standards, setbacks, storm drainage system standards, and erosion control. Per Section 14.29.260, "no person shall do any grading without first obtaining a grading permit from the public works director." Included in a grading permit application should be plans and specifications, including a drainage plan and an erosion control plan where necessary. Stormwater drainage systems must comply with Section 14.29.322, Storm drainage system standards, which states the following:

Drainage facilities are to be adequate to assure that the development will not result in stormwater runoff that could cause flooding, ponding, soil erosion, sediment production, and sediment pollution. The following standards also apply:

1. Site development is to be accomplished wherever possible in a manner that will maximize percolation and infiltration of precipitation into the ground and will minimize direct surface runoff into adjoining streets, water courses, or properties.
2. In general, the release rate of stormwater from all parts of the subject site after development should not exceed the stormwater runoff rate from the area in its previous undeveloped state for all intensities and durations of rainfall. The carrying capacity of the channels immediately downstream is to be considered in determining the permitted amount of the stormwater release.
3. All drainage facilities are to be designed to carry stormwaters to the nearest stable channel or natural drainage way with adequate capacity to carry the flow. If drainage facilities discharge onto natural ground, the applicant is to provide a method to reduce the velocity of flow in order to prevent erosion or other harmful effects to the subject site or other adjoining properties. (Ord. 415 § 1 (part), 1981)

#### Folsom Plan Area Specific Plan

The FPASP objectives and policies relating to public services, utilities, hydrology that are applicable to the proposed project are presented below:

##### *Parks*

- |               |  |
|---------------|--|
| Objective 9.1 | Provide safe, attractive and durable park and recreational facilities within the Plan Area.  |
| Policy 9.1    | To promote walking and cycling, community and neighborhood parks shall be connected to the pedestrian and bicycle network.   |
| Policy 9.2    | Park designs shall accommodate a variety of active and passive recreational facilities and activities that meet the needs of FPASP area residents of all ages, abilities and special interest groups, including the disabled.  |
| Policy 9.3    | Neighborhood parks shall feature active recreational uses as a priority and provide field lighting for nighttime sports uses and other activities as deemed appropriate by the City of Folsom Parks and Recreation Department. |
| Policy 9.4    | The sports facilities listed in Table 9.1 of the FPASP are suggested facilities for inclusion in community, neighborhood   |



and local parks. The City may amend Table 9.1 of the FPASP as City needs change without amending the FPASP.

- Policy 9.5 All park master plans shall include a lighting plan and all park lighting fixtures shall be shielded and energy efficient.
- Policy 9.6 Parks shall be designed and landscaped to provide shade, easy maintenance, water efficiency, and to accommodate a variety of recreational uses. Park improvements will comply with Folsom Municipal Code Chapter 13.26 Water Conservation and all applicable mitigations measures set forth in the FPASP EIR/EIS.
- Policy 9.7 Park furniture and structures shall be selected based on durability, vandal resistance and long term maintenance, as approved by the City.
- Policy 9.8 Public art is encouraged in parks where appropriate and feasible in compliance with the City's Arts and Culture Master Plan.
- Policy 9.9 Easements and designated open space shall not be credited as parkland acreage. These areas may be used for park activities, but not to satisfy Quimby park land dedication requirements.
- Policy 9.10 Placement of stand alone cell towers or antennae in parks is strongly discouraged. Cell towers or antennae are permitted to be located on sports field lighting poles with a use permit.
- Policy 9.11 All parks shall be sited and designed with special attention to safety and visibility. Park designs shall follow the use restrictions as outlined in the Folsom Municipal Code Chapter 9.68: Use of Park Facilities. The Parks and Recreation Commission shall review all park master development plans and make recommendations to the City Council for approval.
- Policy 9.12 A Parks Master Plan shall be prepared for the FPASP area.
- Policy 9.13 If the existing slope of a park site shown on Figure 9.1 of the FPASP exceeds five percent, the site shall be rough graded by owner/developer/builder dedicating the park land in accordance with grading plans approved by the City of Folsom Parks and Recreation Department. The cost to grade sites may be credited against park impact fees subject to city approval.

- Policy 9.14 Park land dedications are net areas in acres and exclude easements, wetlands, public ROW and steep slopes or structures.

#### *Water Quality*

- Objective 10.7 Protect and enhance existing water quality in the FPASP area through storm water BMPs and low impact development (LID) measures.

- Policy 10.25 Natural drainage courses within the FPASP area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.

- Policy 10.26 Trails located within open space corridors and areas shall be designed to include soil erosion control measures to minimize sedimentation of nearby creeks and maintain the natural state of drainage courses.

- Policy 10.27 Public recreational facilities (e.g., picnic areas and trails) located within open space corridors or areas shall be subject to urban storm water BMPs, as defined in Section 10.3.1 – Sustainable Design of the FPASP.

- Policy 10.28 BMPs shall be incorporated into construction practices to minimize the transfer of water borne particulates and pollutants into the storm water drainage system in conformance with Folsom Municipal Code Chapters 8.70 – Stormwater Management & Discharge Control and 14.29 – Grading as well as current NPDES permit requirements and State Water Resources Control Board's Construction General Permit requirements.

- Policy 10.29 All mitigation specified in the FPASP EIR/EIS shall be implemented.

- Policy 10.30 Preference shall be given to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.

#### *Alder Creek & Floodplain Protection*

- Objective 10.8 Restrict uses and activities adjacent to Alder Creek in order to maintain its character and to protect the integrity of the 200-year floodplain.

- Policy 10.32 All improvements and maintenance activity, including creek bank stabilization, adjacent to Alder Creek shall comply with the Clean Water Act Section 404 permits and the Central Valley Flood Protection Act of 2008 (SB 5).
- Policy 10.33 Bank stabilization and other erosion control measure shall have a natural appearance, wherever feasible. The use of biotechnical stabilization methods is required within Alder Creek where it is technically suitable can be used instead of mechanical stabilization.
- Policy 10.34 New drainage outfalls within or near Alder Creek, or improvements to existing outfalls, shall be designed and constructed utilizing LID practices in conformance with the most current NPDES regulations. Consistent with these practices, storm water collection shall be decentralized, its quality improved and its peak flow contained in detention facilities that will slowly release it back into the creek drainage outfalls and improvements shall be unobtrusive and natural in appearance (refer to Section 12.6).
- Policy 10.35 All FPASP area development projects shall avoid encroaching on the Alder Creek 200-year flood plain to ensure that no adverse alterations to the creek or the floodplain occur where practical. However, in the event encroachment is unavoidable, construction shall comply with the FPASP EIR/EIS mitigation measures, and all relevant provisions of the Central Valley Flood Protection Plan and Folsom Municipal Code Chapter 14.23 – Flood Damage Prevention.
- Policy 10.36 FPASP area streets that cross Alder Creek may be grade-separated from the creek to allow uninterrupted passage of wildlife and trail users. Adequate vertical clearance shall be provided under all such street crossings to allow safe, visible bicycle, pedestrian and equestrian travel. Any streets that cross Alder Creek and are grade-separated shall follow the standards established in Folsom Municipal Code Chapter 10.28 – Bridges.
- Policy 10.37 Emergency vehicle access along Alder Creek may be provided on Class I bike paths and/or separately designated emergency access roads (refer to Figure 7.29 of the FPASP).
- Policy 10.39 Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open

space zone consistent with the FPASP Community Design Guidelines.

Policy 10.40 Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.

Policy 10.41 Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.

Policy 10.42 Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.

### *Energy Efficiency*

Objective 10.3 Comply with all mandatory requirements of the latest edition of the 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 10.61 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 10.64 Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.
- Policy 10.65 Install Energy Star certified equipment and appliances including:
- 10.65a Residential appliances; heating and cooling systems; and roofing; and
  - 10.65b Nonresidential appliances and office equipment; heating, cooling, and lighting control 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.
- Policy 10.67 Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.
- Policy 10.68 Electrical outlets shall be provided along the front and rear exterior walls of all single family homes to allow for the use of electric landscape maintenance tools.
- Policy 10.69 The City will strive to ensure that all new publicly owned buildings within the FPASP area will be designed, constructed and certified at LEED-NC certification levels.
- Policy 10.70 The City of Folsom shall undertake all cost-effective operational and efficiency measures and consider the installation of on-site renewable energy technologies within appropriate portions of the FPASP area, including parks, landscape corridors and open space areas.

### *Water Conservation and Efficiency*

- Objective 10.6 Comply with all relevant State and City ordinances and programs that promote water conservation, including water conservation measures recommended by the California Department of Water Resources and the Folsom Water Management Program.
- Objective 10.17 Incorporate non-potable water infrastructure, such as “purple pipes”, where a source of non-potable water for reuse is available or is anticipated to be available in the future.
- Objective 10.18 Provide information to the public regarding water conservation practices and programs.
- Policy 10.71 All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.
- Policy 10.72 A backbone “purple pipe” non-potable water system shall be designed and installed where feasible and practical to supply non-potable water to park sites, landscape corridors, natural parkways and other public landscaped spaces within the FPASP area.
- Policy 10.73 Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance adopted by the City of Folsom, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.

### *Public Services and Facilities*

- Objective 11.1 Provide public services, including police, fire protection, schools and other public services necessary to meet the needs of the FPASP area residents.
- Objective 11.2 Conserve natural resources through the use of energy efficient systems and technologies in all public services buildings.
- Policy 11.1 Public schools will be constructed in the FPASP area in accordance with the City Charter and state law.

- Policy 11.2 All public service facilities shall participate in the City's recycling program.
- Policy 11.3 Energy efficient technologies shall be incorporated in all Public Service buildings.
- Policy 11.4 Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.
- Policy 11.5 The city shall strive to ensure that all public service buildings shall be built to silver LEED NC standards.
- Policy 11.6 Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.
- Policy 11.7 If the existing slope of a public facilities site shown on Figure 11.1 exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the public facilities site in accordance with grading plans approved by the City of Folsom, subject to a credit and/or reimbursement agreement.
- Policy 11.8 FPASP area landowners shall, prior to approval of the annexation by Local Agency Formation Commission (LAFCo) and prior to any Tier 2 Development Agreement, whichever comes first, comply with the school provisions in Measure W (Folsom Charter provision Section 7.08D) and incorporate school impact mitigation requirements as provided in LAFCo Resolution No. 1196, Section 13.

### *Utilities*

- Objective 12.1 Provide the necessary utilities to meet the needs of FPASP area residents.
- Objective 12.2 Conserve resources through the use of energy efficient utility systems and technologies.
- Objective 12.3 Locate utilities in locations that minimize impacts on natural resources including oak woodlands, Alder Creek and its tributaries, intermittent creek channels, wetlands and cultural resources.
- Policy 12.1 Consistent with the provisions of City Charter Article 7.08 (A), The FPASP shall "Identify and secure the source of water supply(ies) to serve the FPASP 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 FPASP 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.
- Policy 12.3 Land shall be reserved for the construction of public utility facilities that are not planned within road ROW, as required by the City of Folsom.
- Policy 12.4 Utilize BMPs where feasible and appropriate.
- Policy 12.5 Urban runoff will be treated prior to discharging to a water of the state (i.e. creek, wetland) in accordance with the City’s most current Municipal Stormwater Permit requirements for new developments.
- Policy 12.6 Employ LID practices, as required by the City of Folsom, in conformance with the City’s stormwater quality development standards.

#### Folsom Plan Area Specific Plan Public Facilities Financing Plan

The FPASP is a comprehensive plan that calls for the facilitation of the construction of a vast network of public infrastructure including roads, public transit facilities, water and wastewater systems, stormwater conveyance, as well as the construction of schools, parks, police and fire protection facilities, and a municipal center. The City of Folsom adopted the FPASP Public Facilities Financing Plan (PFFP) in December 2013. The PFFP describes in detail the FPASP area infrastructure, sources of funding, and development timing.

#### **4.7.4 IMPACTS AND MITIGATION MEASURES**

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The following section describes the standards of significance and methodology utilized to analyze and determine the proposed project’s potential impacts related to public services, utilities, and hydrology.

##### **Standards of Significance**

Consistent with Appendix G of the CEQA Guidelines, the City’s General Plan, the FPASP, and professional judgment, a significant impact would occur if the proposed project would result in the following:



- Require or result in the construction of new water or wastewater treatment and conveyance facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- Not have sufficient water supplies available to serve the project from existing entitlements and resources;
- Result in an increase in wastewater generation such that the wastewater treatment provider does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Generate solid waste such that the permitted landfill capacity could not accommodate the project's solid waste disposal needs;
- Substantially alter the existing drainage pattern of the site or area;
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality;
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge; or
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 following public services:
  - Police Protection;
  - Fire protection;
  - Schools;
  - Parks/Recreation Facilities; and
  - Other Public Facilities.

It should be noted that, as presented in the Introduction to Analysis chapter of this EIR, the Initial Study prepared for the proposed project (see Appendix C) determined that development of the proposed project would result in a less-than-significant impact related to the following:

- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or flood hazard delineation map, or place within a 100-year floodplain structures which would impede or redirect flood flows;
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; and
- Inundation by seiche, tsunami, or mudflow.

Accordingly, impacts related to the above are not further analyzed or discussed in this EIR chapter.

## Method of Analysis

The Public Services, Utilities, and Hydrology chapter identifies any impacts of the proposed project on the existing public services, utilities, and hydrology that could occur if the project as currently proposed is approved and implemented. The standards of significance listed above were used to delineate the significance of any potential impacts associated with the public services, recreation, and utilities of the proposed project.

The Folsom Plan Area Water System Master Plan, Russell Ranch Specific Plan Amendment Water Supply Analysis Memo, City of Folsom Sewer System Management Plan, Sacramento Regional Wastewater Treatment Plant 2020 Master Plan, and City of Folsom Plan Area Wastewater Master Plan Update were utilized to determine whether the project is consistent with the adopted goals and policies as well as to determine adequate water supply and wastewater capacity for the proposed project.

The impact analysis evaluates the ability of the FPD and the FFD to serve the proposed project through a qualitative review of project characteristics, such as location, land uses, and access routes. The analysis also addresses whether the proposed project would require construction of additional facilities, including space for new staff and communication equipment.

The Folsom Plan Area Storm Drainage Master Plan, dated January 17, 2014, and the Drainage Master Plan Update Technical Memorandum prepared specifically for the project site by MacKay and Soms, dated September 30, 2014, was utilized to review the project's modifications to existing or planned conditions, as well as to determine the existing infrastructure's ability to accommodate the proposed project. Furthermore, the storm drain improvements were assessed utilizing the water quality standards of the City's NPDES Permit issued by the RWQCB.

## Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

### **4.7-1 Water supply, treatment, and distribution facilities. Based on the analysis below, the impact is *less than significant*.**

A Water Supply Assessment (WSA) was prepared for the FPASP area by Tully & Young, Inc. in June 2010. The WSA prepared for the FPASP was a high level assessment with generalized assumptions over a 3,500± acre area and the WSA assumed that the average lot size for the single-family land use would be 11,000 square feet. In addition, the WSA assumed, based on the City of Folsom Zoning Code's "Single Family Dwelling, Medium Lot District" category, a maximum building coverage of 35 percent and an assumption of 25 percent of lot area used for hardscape. The remaining 40 percent of lot area was assumed to be irrigated. To better reflect an actual project proposal it should be noted that the actual average single-family lot size in the proposed project is approximately 10,000 square feet. Furthermore, the FPASP contains a 60 percent lot

coverage standard within the Hillside Areas, which the proposed project area is within. The proposed project includes a building coverage that would reduce this factor to 35 percent (i.e., lot coverage in the Planned Development Design Guidelines is 65 percent, not including hardscape). As noted above, the City of Folsom has generated, and would generate, the water supply for the FPASP area through water management activities that already have been implemented.

According to the project engineer, development of the project site with the approved FPASP land uses would result in an estimated dry-year water demand of 698 AF/year.<sup>35</sup> Should the Folsom City Council approve the proposed land use and zoning changes, the project site would result in a decrease in Single Family (SF), the addition of new Single-Family High Density (SFHD), decrease in Multi-Family Low Density (MLD), elimination of Multi-Family Medium Density (MMD), elimination of General Commercial (GC), and an increase in Parks (P), Open Space (OS), and Public/Quasi-Public (P-QP) from the land uses approved in the FPASP. Based on Table 4.7-2, provided by the project engineer, using the landscape area factor for irrigation and deducting conservatively an area for the driveway and other non-irrigated hardscape, the proposed project outdoor water demand for SF lots would be 0.24 AF per dwelling unit per year, which assumes an irrigated area of approximately 28 percent of a single family lot. The resulting total water demand is 0.45 AF/year which includes an indoor demand of 0.21 AF/year consistent with the WSA. When the demand is increased by 11.11 percent to account for system losses and by an additional 5 percent to consider what may occur in drier than normal years, the result is a total demand of 0.52 AF/year.

Utilizing information provided by the project engineer, as shown in Table 4.7-2, the proposed project's estimated dry-year water demand was calculated to be approximately 680 AF. Therefore, the estimated water demand calculated for the proposed project is below what was assumed for the project site under the adopted FPASP land uses.

During multiple dry-years the City would declare a water shortage condition and implement actions allowed under the Folsom Municipal Code 13.26. As stated above, the City is currently experiencing a multiple dry-year and, thus, has declared a water shortage condition and has set forth water restrictions, including a mandatory 20 percent reduction in water usage. To meet the mandate, the City is restricting the use of above ground sprinklers to two days per week. Residents with street numbers that end in an even number water on Wednesday and Sunday, and those with street addresses that end in an odd number may only water on Tuesdays and Saturdays. Residents are restricted to watering only between the hours of 10:00 PM and 10:00 AM to avoid water loss through wind drift and evaporation. In addition, the following conservation measures are being implemented as part of the water restrictions:

- Avoid excessive watering that runs off onto sidewalks, streets and gutters;
- Washing of streets, parking lots, driveways, sidewalks or buildings is prohibited except as necessary for health, sanitation, or fire protection; and

- City officials are reducing water usage for Landscape and Lighting districts, local parks and City property, and will continue to monitor and correct any overflow problems on public property.

The City water officials are carefully monitoring drought conditions and water supply levels and may adjust the local conservation stage if needed.<sup>36</sup>

| <b>Table 4.7-2<br/>Russell Ranch Water Demand</b>    |                           |                                 |   |  |                                 |                                   |
|--|---------------------------|---------------------------------|---|--|---------------------------------|-----------------------------------|
| <b>Land Use</b>                                      | <b>Gross Area (acres)</b> | <b>Allocated Dwelling Units</b> | <b>Normal Indoor Demand Factor (AF)</b> | <b>Normal Outdoor Demand Factor (AF)</b> | <b>Total Normal Demand (AF)</b> | <b>Total Dry-Year Demand (AF)</b> |
| <b>Residential</b>                                   |                           |                                 |   |  |                                 |                                   |
| SF   | 88.2                      | 281                             | 0.21                                    | 0.24                                     | 140                             | 144                               |
| SFHD   | 115.7                     | 480                             | 0.21                                    | 0.16                                     | 197                             | 202                               |
| MLD  | 15.1                      | 114                             | 0.14                                    | 0.09                                     | 29                              | 30                                |
| <b>Residential Total</b>                             | <b>219.1</b>              | <b>875</b>                      | <b>-</b>                                |  | <b>367</b>                      | <b>376</b>                        |
| <b>Non-Residential</b>                               |                           |                                 |   |  |                                 |                                   |
| P (Private)  | 3.5                       | -                               | 0.33                                    | 3.55                                     | 15                              | 16                                |
| P (Neighborhood)                                     | 5.4                       | -                               | 0.01                                    | 3.55                                     | 21                              | 22                                |
| P-QP (ES)  | 9.7                       | -                               | 0.71                                    | 1.87                                     | 28                              | 29                                |
| OS   | 35.7                      | -                               | -                                       | -  | 0                               | 0                                 |
| OS (Residential Slopes)                              | 47.0                      | -                               | -                                       | 1.95                                     | 102                             | 107                               |
| US 50 Interchange                                    | 7.6                       | -                               | -                                       | -  | 0                               | 0                                 |
| Major Road ROW (White Rock Rd)                       | 2.0                       | -                               | -                                       | -  | 0                               | 0                                 |
| Major Road ROW                                       | 24.9                      | -                               | -                                       | 0.37                                     | 10                              | 11                                |
| <b>Non-Residential Total</b>                         | <b>136.0</b>              | <b>-</b>                        | <b>-</b>                                | <b>-</b>                                 | <b>176</b>                      | <b>185</b>                        |
| <b>Additional Non-Residential</b>                    |                           |                                 |   |  |                                 |                                   |
| P-QP (Water Storage Tank)                            | 1.9                       | -                               | 0.01                                    | -  | 0                               | 0                                 |
| P-QP (Telecommunication Towers)                      | 2.6                       | -                               | -                                       | -  | 0                               | 0                                 |
| P-QP (Sewer Pump Station)                            | 0.1                       | -                               | 0.01                                    | -  | 0                               | 0                                 |
| OS (Community Perimeter)                             | 7.3                       | -                               | -                                       | 1.46                                     | 12                              | 12                                |
| OS (Preserve Transition)                             | 30.4                      | -                               | -                                       | 0.98                                     | 33                              | 35                                |
| OS (Community Slopes)                                | 32.2                      | -                               | -                                       | 1.93                                     | 69                              | 73                                |
| <b>Additional Non-Residential Total</b>              | <b>74.6</b>               | <b>-</b>                        | <b>-</b>                                | <b>-</b>                                 | <b>114</b>                      | <b>120</b>                        |
| <b>Project Total</b>                                 | <b>429.7</b>              | <b>875</b>                      | <b>-</b>                                | <b>-</b>                                 | <b>657</b>                      | <b>680</b>                        |
| <i>Source: Russell Ranch Project Engineer, 2014.</i> |                           |                                 |   |  |                                 |                                   |

The construction of necessary backbone infrastructure and the proposed on-site water infrastructure improvements would be consistent with the Water Master Plan prepared for the FPASP. It should be noted that construction of the water infrastructure outlined in the Water Master Plan has been analyzed in the South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND) prepared by the City of Folsom, which would be required to be considered by the City Council for approval prior to public hearings on the proposed

project entitlements and this EIR. The Water Master Plan anticipated the currently approved land uses in the water demand projections. Therefore, the supply and conveyance planned for the FPASP would have adequate capacity to supply the proposed project. In addition, it should be noted that per the PFFP, the project applicant shall pay the Specific Plan Infrastructure Fee (SPIF). The SPIF would fund the on- and off-site water facilities and the on-site recycled water facilities.

As stated above, the project site is undeveloped land and is not currently served by the City. The construction of necessary backbone infrastructure and the proposed on-site water infrastructure improvements would be sufficient to meet the proposed project's water demand. Therefore, the proposed project would have a *less-than-significant* impact associated with water supply, treatment, and distribution facilities. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, which would result in a lesser service population. Therefore, the proposed project would result in fewer impacts related to water supply, treatment, and distribution facilities than the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

**3A.18-1: *Submit Proof of Surface Water Supply Availability.***

- a. *Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.*
- b. *Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.*

**3A.18-2a:** *Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.* Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.

**4.7-2 Wastewater collection and treatment services. Based on the analysis below, the impact is less than significant.**

Wastewater treatment is provided to the City by the SRCSD's SRWWTP. As discussed above, the SRWWTP currently has a permitted capacity of 181 MGD, with approximately 40 MGD available. A Sewer Generation Memo was prepared for the proposed project by MacKay & Soms, dated September 30, 2014. The Sewer Generation Memo describes the resultant change in sewer flows generated by the proposed project in comparison to the Sewer Master Plan prepared for the FPASP area by Water Works in September 2014. As shown in Table 4.7-3, the total average day flow from the proposed project is 0.36 MGD. The proposed project would result in lesser flows throughout the system compared to what was assumed for the project site under the adopted FPASP land uses.

In addition, the Sacramento Regional Wastewater Treatment Plant 2020 Master Plan was prepared to provide for the expansion of the SRWWTP to 218 MGD in order to meet wastewater treatment requirements through the year 2020. Therefore, the proposed project's incremental increase in wastewater generation would not be expected to increase the capacity of the SRWWTP beyond the ability of the existing facility.

The construction of necessary backbone infrastructure and the proposed on-site wastewater infrastructure improvements would be consistent with the Sewer Master Plan prepared for the FPASP. It should be noted that construction of the wastewater infrastructure outlined in the Sewer Master Plan has been analyzed in the Backbone Infrastructure MND prepared by the City of Folsom, which would be required to be considered by the City Council for approval prior to public hearings on the proposed project entitlements and this EIR. The Sewer Master Plan anticipated the currently approved land uses in the demand projections. Therefore, the conveyance infrastructure planned for the FPASP would have adequate capacity to supply the proposed project. In

| <p style="text-align: center;"><b>Table 4.7-3</b><br/><b>Russell Ranch Sewer Demand</b></p> |                       |                                |  |                                      |
|---|-----------------------|--------------------------------|--|--------------------------------------|
| Land Use  | Gross Area<br>(acres) | Allocated<br>Dwelling<br>Units | Average Daily<br>Sewer Demand<br>(GPD) | Average<br>Daily Sewer<br>Flow (MGD) |
| SF  | 82.4                  | 281                            | 400                                    | 0.11                                 |
| SFHD  | 101.9                 | 480                            | 400                                    | 0.19                                 |
| MLD   | 11.3                  | 114                            | 300                                    | 0.03                                 |
| P   | 8.9                   | 1                              | 400                                    | 0.0004                               |
| P-QP (ES)   | 9.7                   | 40                             | 400                                    | 0.02                                 |
| P-QP (ES)   | 1.9                   |                                |  |                                      |
| P-QP (ES)   | 0.1                   |                                |  |                                      |
| P-QP (ES)   | 2.6                   |                                |  |                                      |
| OS (Wetland Preserve – Dry)   | 17.2                  |                                |  |                                      |
| OS (Preserve Transition)  | 21.4                  |                                |  |                                      |
| OS (Residential Slopes)   | 67.8                  |                                |  |                                      |
| OS (Community Slopes)   | 70.0                  |                                |  |                                      |
| ROW (medians)   | 3.9                   |                                |  |                                      |
| US 50 Inter.  | 7.6                   |                                |  |                                      |
| ROW   | 23.0                  |                                |  |                                      |
| <b>Total</b>  | <b>429.7</b>          | <b>916</b>                     |  | <b>0.36</b>                          |
| <i>Source: MacKay &amp; Soms, 2014.</i>   |                       |                                |  |                                      |

addition, it should be noted that per the PFFP, the project applicant shall pay the Specific Plan Infrastructure Fee (SPIF). The SPIF would fund the on- and off-site sewer facilities.

As stated above, the proposed project would not increase wastewater generation such that the SRWWTP would not have adequate capacity to serve the project's demand in addition to the SRCSD's existing commitments. In addition, the construction of necessary backbone infrastructure and the proposed on-site wastewater infrastructure improvements would be sufficient to meet the proposed project's demand. Therefore, the proposed project would have a ***less-than-significant*** impact associated with wastewater treatment and conveyance facilities. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, which would result in a lesser service population. Therefore, the proposed project would result in fewer impacts than the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

**3A.16-1:**      ***Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured. Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of***



*Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.*

**3A.16-3:** *Demonstrate Adequate SRWTP Wastewater Treatment Capacity. The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.*

**4.7-3 Solid waste services. Based on the analysis below, the impact is less than significant.**

According to the FPASP, the City of Folsom currently generates more than 200 tons of waste per day. Development of the FPASP would add to this figure and increase the demand for solid waste collection and disposal. The Solid Waste Division of the City of Folsom's Utilities Department currently provides waste collection services to residential and commercial users within the City and would also provide these services to the project site.

The proposed project would generate solid waste associated with construction activities as well as from project operations. Construction debris would be disposed of in accordance with applicable federal, State, and local regulations and standards. The 2012 per capita disposal rate per resident in the City of Folsom was 3.6 pounds per day (ppd) per resident.<sup>37</sup> Utilizing an average persons per household of 2.92 for the City of Folsom, the project would generate approximately 2,555 new residents (875 units X 2.92 persons per household). Accordingly, the total daily solid waste generation resulting from the project would be approximately 9,198 lbs/day (2,555 new residents X 3.6 ppd per resident), or approximately 4.6 tons per day and 1,679 tons per year.

In addition, to comply with the provisions of AB 939, the State of California mandate for diversion of 50 percent of solid waste from landfills through source reduction, recycling and composting activities, the City of Folsom instituted SmartCart, a biweekly curbside recycling program for residential customers. The SmartCart program separates household waste into three carts for collection: one for waste that can be recycled such as plastics, paper, glass and aluminum; one for green waste such as lawn clippings, leaves and small



branches that can be composted; and one for residential garbage that must be taken to a landfill for disposal.

In order to reduce the potentially harmful effects of the improper disposal of hazardous waste, the City's Solid Waste Division offers a Neighborhood Cleanup Program, available by appointment three times a year; a door-to-door household hazardous waste (HHW) disposal collection program, available by appointment; education classes for residents to learn about composting grass clippings and reducing the volume of other green waste; a rent-a-dumpster plan and a Sharps program, in partnership with local pharmacies, to recycle hypodermic needles.

As discussed above, the Kiefer Landfill is permitted to accept a maximum of 10,800 tons per day of solid waste and currently only takes in an average of approximately 6,000 tons per day. Therefore, the Kiefer Landfill would be able to support the solid waste generated by the proposed project and impacts related to increased demand for solid waste disposal services would be *less-than-significant*. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, which would result in a lesser service population. Therefore, the proposed project would result in fewer impacts to solid waste services than the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.7-4 Adequate police protection services. Based on the analysis below, the impact is *less than significant*.**

The adopted FPASP includes the planned construction of one police service center south of Easton Valley Parkway east of Scott Road. According to the FPASP, construction of the police station is expected to be completed when there are approximately 10,000 people living in the FPASP area, which is anticipated to be about the 8th year of development. Up until the time that the new facility is completed staffing would be added to provide service to the FPASP.

The proposed project includes the development of 875 residential units. According to the FPASP, the average City occupancy rate is approximately 2.92 persons per household. Therefore, the proposed project would be expected to introduce an estimated 2,555 new residents to the City of Folsom (875 units x 2.92 persons per household). Based on an added population of approximately 2,555 residents, additional law enforcement facilities, services, and equipment would be required to maintain adequate levels of service. Using the City's ratio of 1.3 officers to 1,000 residents, at least 3 new police officers would be needed to accommodate project development at buildout.

Per the adopted FPASP PFFP, the new police service center is funded from City Facilities impact fees paid by developers at the time they obtain building permits. The impact fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. The impact fees are authorized by the City Council by ordinance. The fees cover the costs of station construction, fiber optic cabling, initial police vehicle purchases, station furnishings, and turnout gear. Vehicle and equipment replacement costs would be part of the departmental operating budget.

The exact timing of construction and operation would also depend on the operating revenue that is being generated by the FPASP. The workforce of approximately 30 police officers needed to serve the FPASP area at buildout would require an operating budget of \$7,400,000, including vehicle replacement costs, which would come from the general fund revenues that are generated by the FPASP.<sup>38</sup>

Therefore, the proposed project would result in the need for additional police personnel, but would not trigger the need for additional facilities. It should be noted that the future residents would pay taxes to fund the operating costs of the additional officers. The proposed project could be served with the existing facilities. Because the project applicant would pay the required City Facilities impact fees per the adopted PFFP, impacts related to increased demands for police protection services would be considered *less than significant*. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, which would result in a lesser service population. Therefore, the proposed project would result in fewer impacts to police protection services than the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.7-5 Adequate fire protection and emergency medical services. Based on the analysis below, the impact is *less than significant*.**

The FPASP is currently being served by the existing fire protection and emergency medical services of the City. As stated above, the adopted FPASP includes the planned construction of two fire stations equipped with 2 engine companies, an off-road vehicle, and an ambulance. The planned fire stations would be staffed by 30 firefighters. The planned fire station nearest the project site, would be located adjacent to the planned police service center south of Easton Valley Parkway east of Scott Road.

According to the FPASP PFFP, construction on the first station would begin when there are approximately 1,400 residential units occupied or a population of 4,000 and the estimated cost is \$6,240,000. The second station is anticipated to be started when the

population is approximately 16,800, or 5,400 occupied housing units and 800,000 square feet of non-residential space.<sup>39</sup>

The fire stations and apparatus would be funded from City Facilities impact fees paid by developers at the time they obtain building permits. The impact fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. The impact fees are authorized by the City Council by ordinance. The fees cover the costs of station construction, fiber optic cabling, initial vehicle purchases, station furnishings, and turnout gear. Vehicle and equipment replacement costs would be part of the departmental operating budget.

The exact timing of construction and operation would also depend on the operating revenue that is being generated by the FPASP. The workforce of approximately 30 firefighters needed to serve the FPASP area at buildout would require an operating budget of \$6,050,000, including vehicle replacement costs which would come from the general fund revenues that are generated by the FPASP.<sup>40</sup>

During initial project development, Station 37 located at 70 Clarksville Road in the City of Folsom, approximately 1.6 miles northwest of the project site and Station 85 at 1050 Wilson Boulevard in unincorporated El Dorado County, approximately two miles northeast of the project site would provide first-response service.

The proposed project includes the development of 875 single-family residential units. According to the FPASP, the average City occupancy rate for single-family residential is approximately 2.92 persons per household. Therefore, the proposed project would be expected to introduce an estimated 2,555 new residents to the City of Folsom (875 units x 2.92 persons per household). Based on an added population of approximately 2,555 residents, additional fire protection facilities, services, and equipment would be required to maintain adequate levels of service. Using the City's ratio of 1.6 fire personnel to 1,000 residents, at least 4 new firefighters would be needed to accommodate project development at buildout. It should be noted that the future residents would pay taxes to fund the operating costs of the additional firefighters.

However, the proposed project could be served with the existing facilities. Because the project applicant would pay the required City Facilities impact fees per the adopted PFFP, impacts related to increased demands for fire protection and emergency medical services would be considered *less than significant*. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, which would result in a lesser service population. Therefore, the proposed project would result in fewer impacts to fire protection services than the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

**3A.14-2:** *Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval. To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.*

- 1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.*
- 2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.*

*In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.*

- 3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or*

*roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.*

4. *Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.*

[NOTE: The project is not located within the EDHFD]

*The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.*

**3A.14-3:** ***Incorporate Fire Flow Requirements into Project Designs.** The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.*

**4.7-6 Adequate school capacity. Based on the analysis below, the impact is less than significant.**

The proposed project includes the development of up to 875 single-family residential units. Using the FCUSD's student generation rates (see Table 4.7-1), the proposed project's single-family units would generate an estimated 280 new K-5 students, 131 new 6-8 students, 149 new 9-12 students, and 26 new Special Education students for a total of 586 new students (see Table 4.7-4).

Currently, the FPASP area does not include any existing schools; therefore, the proposed development area would be served by existing schools with capacity north of US 50 within the City of Folsom until the schools within the FPASP are constructed, including the elementary school proposed on the project site. As noted in the FPASP EIR/EIS, the California Legislature has declared that the school impact fee is full and adequate mitigation under CEQA (California Government Code Section 65996). In addition, Measure W would require the project applicant(s) to fund and construct sufficient elementary school facilities to serve the Proposed Project Alternative. Because the project

| Table 4.7-4<br>Students Generation Projections for the Russell Ranch Project  |  |            |              |                     |                              |
|---|--|------------|--------------|---------------------|------------------------------|
| Grade Levels  | Student<br>Generation<br>Factor per<br>Household | # of Units | New Students | Cost Per<br>Student | Total<br>Estimated<br>Impact |
| K-5   | 0.32   | 875        | 280          | \$49,614            | \$13,891,920                 |
| 6-8   | 0.15   |            | 131          | \$85,691            | \$11,225,521                 |
| 9-12  | 0.17   |            | 149          | \$92,907            | \$13,843,143                 |
| Special Ed.   | 0.03   |            | 26           | \$66,269            | \$1,722,994                  |
| Total   |  |            | 586          | -                   | \$40,683,578                 |
| Note: The cost to house these students is based on recent actual costs of school construction within the District. The per-student costs do not include optional costs such as football stadiums, swimming pools or tracks. |  |            |              |                     |                              |
| Source: Folsom Cordova Unified School District Letter Addressed to Scott Johnson, May 21, 2014.   |  |            |              |                     |                              |

applicant would pay state-mandated school impact fees, the project includes an elementary school consistent with the FPASP, and the project applicant would fund their fair-share of costs associated with construction of school facilities pursuant to the PFFP, implementation of the proposed project would result in a ***less-than-significant*** impact on school services. It should be noted that the proposed project applicant as well as other applicants within the FPASP would comply with their obligations under Measure W to provide “for the funding and construction of all necessary school facilities for the Area, so that Folsom residents north of Highway 50 are not required to pay for the construction of new school facilities serving the Area and existing schools are not overcrowded by development in the Area” through implementation of the PFFP and payment of the SPIF. The City impact fees are authorized by the City Council by ordinance and also include applicable FCUSD fees.

The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, which would result in a lesser service population. Therefore, the proposed project would result in fewer impacts to school capacity than the approved FPASP. Because the proposed project would pay the school housing financial impact as required, the project would have a ***less than significant*** impact to schools.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.7-7 Increase the demand for library services. Based on the analysis below, the impact is less than significant.**

The FPASP includes the planned construction of a new branch library that would serve the FPASP area. According to the FPASP PFFP, the planned library is planned to have an on-site inventory of over 12,000 books, supplemented with eBooks and pre-loaded tablets. The library would be designed to serve all ages and include a computer/learning lab space, group study rooms, as well as a larger community room.

Construction of the branch library is planned to take place when the FPASP area is about half populated or with a population of about 12,000 residents, which is planned to occur in the 10th to 12th year of development. Location and site are unknown at this time as the branch library could be a standalone facility, be an addition to the Municipal Service Center or be in a mixed non-residential development site.

Per the adopted PFFP, the planned branch library would be funded from City Facilities impact fees paid by developers at the time they obtain building permits. The impact fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. The impact fees were developed through nexus studies and authorized by the City Council by ordinance. The fees cover the costs of building construction, fiber optic cabling, initial library collection, furnishings, and computer equipment. Computer equipment and collection replacement costs would be part of departmental operating budget.

The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, which would result in a lesser service population. Therefore, the proposed project would result in fewer impacts to library services than the approved FPASP. Because the project applicant would pay the required City Facilities impact fees per the adopted PFFP, impacts related to increased demands for library services would be considered *less than significant*.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.7-8 Adequate parks and recreation facilities. Based on the analysis below, the impact is less than significant.**

The proposed project would provide active and passive recreational and natural open space areas including designated parks and open space areas connected with sidewalks, bike paths, and trails throughout the project site. The proposed project's parkland is consistent with Figure 9.1, Parks Plan, in the approved and adopted FPASP; however, the proposed project would decrease the amount of neighborhood park land from 6.5 acres to

5.3 acres, but would also include 3.5 acres of private park land. In addition, the project would increase the amount of open space from 98.7 acres to 102.1 acres compared to what is currently proposed for the site.

In addition, the proposed project includes the construction of Class I and II Bike Trails, and Open Space Trails throughout the development to provide easy pedestrian access to the elementary school and designated parkland (see Figure 4.7-4).

Per the adopted FPASP PFFP, the parks would be funded from City Facilities impact fees paid by developers at the time they obtain building permits. The impact fees include both the general capital facility fee (for equipment, apparatus, etc.) and capital facilities fees for public facility construction. The impact fees were developed through nexus studies and authorized by the City Council by ordinance. The fee is a combination of facility and capital costs that are pooled in order to allow for development at the time that the facility is needed by the community. Therefore, the development of a public facility does not have to wait until enough funds have been accumulated for that specific purpose to begin construction, allowing park development to essentially develop in accordance with the 5 acres per 1,000 population standard.

On-going maintenance of the parks and open space would be funded through a stand-alone park equipment impact fee and a FPASP-wide maintenance Community Facility District (CFD), which would generate about \$500,000 annually at buildout.

The proposed project is proposing to exceed the amount of open space that was anticipated for the Russell Ranch site in the FPASP and because the project applicant would pay the required City Facilities impact fees per the adopted PFFP, impacts related to increased demands for park and recreation facilities would be considered *less than significant*.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*



**Figure 4.7-4  
 Bicycle and Pedestrian Circulation**



**4.7-9 Increase the demand for dry utilities. Based on the analysis below, the impact is *less than significant*.**

The proposed project would increase the demand for dry utilities, including electricity, natural gas, telephone, and cable television, but not to a level that would be considered substantial in relation to regional or statewide energy supplies.

Electricity

Sacramento Municipal Utility District (SMUD) would provide electric service to the proposed project. SMUD has an existing 69 kilovolt (kV) transmission line at Placerville Road and US 50. The transmission line would need to be extended south along Placerville Road to a new substation. SMUD currently has two potential sites, but has not yet decided on the location of the substation (see Figure 4.7-5). A potential SMUD substation site was contemplated in the FPASP EIR/EIS, and both sites are included in the Biological Resources, Cultural Resources, and Noise chapters of this EIR to ensure all potential physical impacts associated with the proposed project are addressed. In addition, the proposed electricity improvements would be required to comply with all existing City and SMUD requirements, as well as applicable requirements of the CBC. However, both the line and substation would be analyzed as a separate project once construction details are available prior to construction, with SMUD as the lead agency.

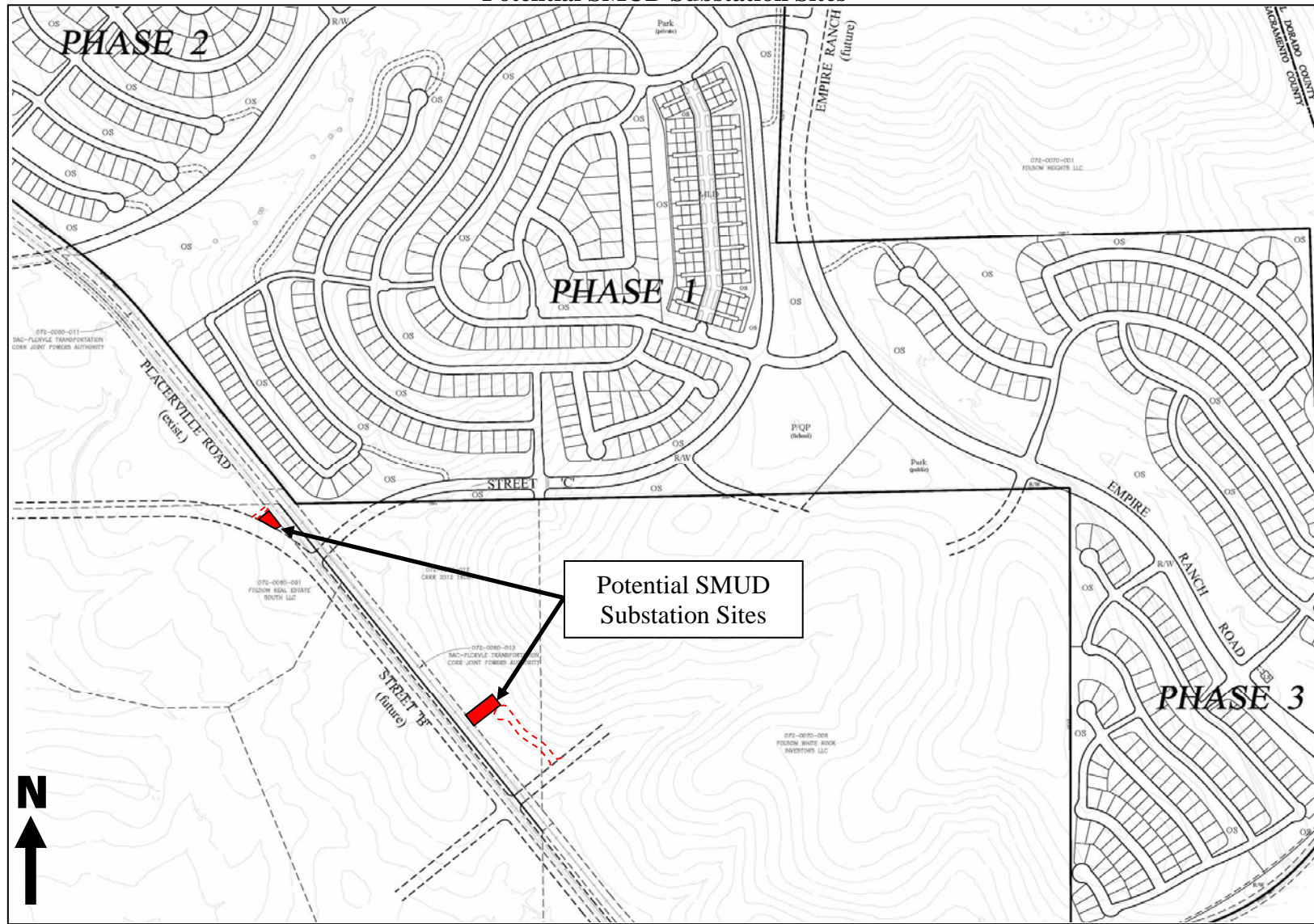
The electric substation would be looped off the 69 kV overhead transmission facilities already in the FPASP area. The substation would include two 25 megavolt amperes (50 megavolt amperes total) and eight underground 12 kV mainline circuits. Light wire 12 kV circuits would be looped off the mainline circuits via pad mounted fused switches and would distribute electric service throughout the project site. Transformers would be located in residential neighborhoods and would provide electric service to individual uses.

Gas

PG&E would provide natural gas to the project site. PG&E has existing facilities consisting of a 10-inch steel natural gas distribution feeder main operating at transmission pressures along Placerville Road. A new gas regulating station would be needed to reduce pressures appropriate for local distribution. According to the FPASP, natural gas service would be distributed to the FPASP area by a network of eight-inch, six-inch and four-inch feeder mains. Distribution lines and services would be extended off the feeder mains and would be sized based upon the anticipated gas loads to the various parcels. Residential neighborhoods would likely be sized with two-inch distribution mains and half-inch services.



**Figure 4.7-5  
 Potential SMUD Substation Sites**



### Telephone

AT&T would provide telephone services to the project site. AT&T has existing facilities at Placerville Road and US 50. Extension of the existing facilities would be necessary to serve the proposed project. The FPASP area would receive telecommunications service from two Wire Central offices: the Folsom Nimbus Wire Center and the El Dorado Wire Center. The FPASP would require a backbone network of conduits (4-4-inch conduits) and manholes in easements adjacent to the arterial and collector roadways capable of supporting both copper and fiber systems. Residential customers would receive telecommunications service via fiber-optic cable capable of providing internet access, dial tone and video services.

Mobile communication service providers would provide the FPASP area residents with wireless communications service.

### Cable Television

Comcast Communications is the local cable television provider in the area and they would provide cable and broadband service. Comcast has existing facilities north of US 50 that would need to be extended in order to serve the proposed project. According to the FPASP, Comcast would install a fiber optic/coaxial hybrid system and offer internet access, dial tone and video services.

### Title 24 Building Standards

The residential components of the project would be subject to the standards of Title 24, California's Energy Efficiency Standards. Title 24 measures consist of developing an energy budget for structures and designing the structures to use less than or equal to the energy that is budgeted. Improved site planning and building design as well as energy conservation measures, as outlined in Title 24, would minimize the potential for wasteful, inefficient, or unnecessary consumption of energy. The project would be subject to the minimum energy conservation requirements of Title 24 of the California Code of Regulations, which are applicable to all building construction.

### Conclusion

The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, which would result in a lesser service population. Therefore, the proposed project would result in fewer impacts to dry utilities than the approved FPASP. As stated above, the project site is undeveloped land and is not currently served by the City. The proposed project includes the construction of the necessary infrastructure in order to connect to existing electrical, gas, telephone, and cable television lines in the project vicinity. With installation of the necessary infrastructure, PG&E, SMUD, AT&T, and Comcast Communications would be able to serve the project, resulting in a *less-than-significant* impact.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.7-10 Substantially alter the drainage pattern of the site or area, or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Based on the analysis below, the impact is *less than significant*.**

The proposed project would result in the conversion of a currently undeveloped site to urban land uses and would increase the impervious surfaces on the site, which would increase the amount of surface runoff compared to existing levels. Additional runoff from the site could increase the total volume and peak discharge rate of stormwater runoff into the existing stormwater drainage system, which could exceed the existing system capacity and/or contribute to hydromodification, flood potential, and soil erosion of the natural stream channels downstream and receiving waters.

The proposed project would utilize a LID approach to stormwater management that integrates conservation of natural site features with small scale engineered landscape elements, mimicking the natural ecosystem of the drainage shed by promoting natural vegetative processes including evaporation, transpiration and infiltration of stormwater to reduce water flows and improve water quality. The proposed on-site drainage infrastructure to serve the proposed project would be constructed to convey project flows to new on- and off-site drainage basins and ultimately discharged into Alder Creek and Carson Creek.

The stormwater from the western portion of the site within Phase 1 would collect within the curb and gutter system and drain to the drainage basin adjacent to the intersection of Street C and Placerville Road; stormwater from the eastern portion of the site would be conveyed south to an off-site drainage basin (see Figure 4.7-6). The residential lots within Phase 2 would collect within the curb and gutter system and drain into the drainage basin along Placerville Road just south of US 50 (see Figure 4.7-7). The stormwater drainage within Phase 3 would collect within the curb and gutter system and drain south into the drainage basin along Empire Ranch Road and White Rock Road (see Figure 4.7-8).

In addition, the proposed project would include two off-site storm drain detention basins. The size and location of the basins would be consistent with the Folsom Plan Area Storm Drainage Master Plan. As shown in the Drainage Master Plan and Figures 3-13, 14, and 15 in the Project Description chapter of this EIR, the Detention Basin No. 10 and Hydro-Modification Basin No. 26 are required to accommodate the anticipated drainage from the project site and surrounding areas. Detention Basin No. 10 would have a capacity of approximately two acre-feet. Hydro-Modification Basin No. 26 would have a water quality treatment and detention capacity of approximately seven acre-feet.



**Figure 4.7-6**  
**Phase 1 Stormwater Conveyance**

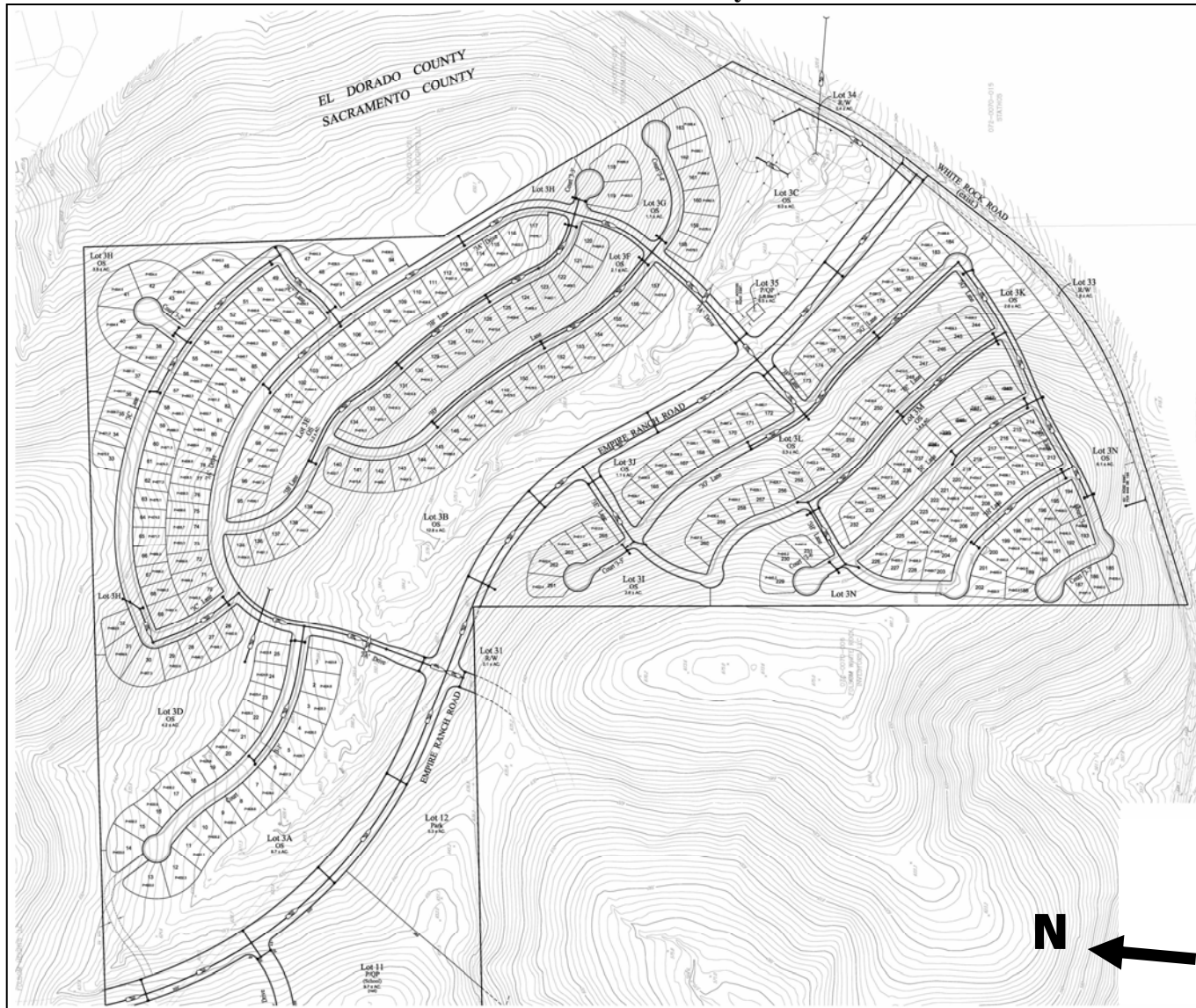


**Figure 4.7-7**  
**Phase 2 Stormwater Conveyance**





**Figure 4.7-8**  
**Phase 3 Stormwater Conveyance**





A portion of the project storm drainage would be first routed to these two basins before being conveyed to an outfall under Placerville Road to the west and ultimately to Alder Creek. The two drainage basins would also serve other properties within the eastern portion of the FPASP.

It should be noted that the project applicant is currently negotiating with the land owner of the two proposed off-site storm drain detention basin locations. If, after negotiations, an agreement cannot be made with the land owner, the locations of the basins would be modified to be located completely on the project site, which would result in a slight reduction to the total residential area and, subsequently, cause a reduction in the total unit count for the proposed project. However, should this scenario occur, the analysis within this EIR would still be sufficient, as the analysis assumes worst-case conditions, with a higher unit count and greater off-site area of disturbance than would result from the drainage basins being located on-site.

In accordance with the requirements of Section 1.1 of the Folsom Plan Area Storm Drainage Master Plan and Mitigation Measure 3A.9-2 from the FPASP EIR/EIS, a Project Drainage Report (PDR) was prepared for the proposed project. The purpose of the PDR was to demonstrate that the proposed project could be developed and the proposed drainage improvements for the project would adequately serve the project both on a stand-alone basis and at full buildout of the FPASP without adversely affecting existing or planned drainage and flood control improvements within the FPASP.

The proposed project includes a reduction in impervious coverage ratios in some areas and increase in drainage sheds in other areas compared to what was assumed for the project site under the adopted FPASP<sup>41</sup>. To compensate for the changes, and the resulting impacts, several adjustments in the size and location of drainage infrastructure (e.g., drain pipes and detention basins) are proposed in the PDR as compared to those originally proposed in the Folsom Plan Area Storm Drainage Master Plan. With the proposed adjustments, the PDR concludes that the proposed drainage improvements for the proposed project would adequately serve the project both on a stand-alone basis and at full buildout of the FPASP without adversely affecting existing or planned drainage and flood control improvements within the FPASP. Therefore, impacts related to the drainage pattern of the site and surface runoff would be considered *less than significant*. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses. However, development would occur over a similar disturbance area, which would result in similar impacts to the drainage pattern and runoff as the approved FPASP. It should be noted that per the PFFP, the project applicant shall pay the SPIF. The SPIF would help fund the improvements needed for storm drainage facilities.

Project-Specific Mitigation Measure(s)  
*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

**3A.3-1a:**     ***Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.*** To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."

*The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.*

*In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."*

*Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins.*

*Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that preproject conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.*

*See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.*

*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 in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.*

**3A.7-1b: Monitor Earthwork during Earthmoving Activities.** *All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill,*

*and disposal of materials removed from and deposited on both on- and off-site construction areas.*

*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).*

**3A.7-3: *Prepare and Implement the Appropriate Grading and Erosion Control Plan.*** *Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases.*

*For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with roadway development.*

*For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of a grading permit. The plan shall be consistent with Sacramento County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin.*

*The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes*

could include construction of retaining walls and reseeded with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.

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).

Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.

**3A.7-5: *Divert Seasonal Water Flows Away from Building Foundations.*** The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.

**3A.8-7: *Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.*** To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City's jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:

- Description of the project.
- Description of detention basins and all water features and facilities that would control on-site water levels.

- *Goals of the plan.*
- *Description of the water management elements and features that would be implemented, including:*
  - i. *BMPs that would implemented on-site;*
  - ii. *public education and awareness;*
  - iii. *sanitary methods used (e.g., disposal of garbage);*
  - iv. *mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and*
  - v. *stormwater management (consistent with Stormwater Management Plan).*
- *Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association).*

*To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:*

- i. *build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth;*
- ii. *perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area;*
- iii. *design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling;*
- iv. *coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations;*
- v. *enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality;*
- vi. *if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-laying (female mosquitoes can fly through pipes); and*
- vii. *design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008).*

*The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).*

**3A.9-1:** ***Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.** Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:*

- *the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences*
- *the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;*
- *the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;*
- *spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;*
- *personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and*
- *the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.*

*Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.*

- *Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.*
- *Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.*
- *Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.*

*A copy of the approved SWPPP shall be maintained and available at all times on the construction site.*

*For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.*

*Mitigation for the off-site 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).*

**3A.9-2:** ***Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.** Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g.,*



source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.

*The plans shall include, but not be limited to, the following items:*

- *an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff;*
- *runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase;*
- *a description of the proposed maintenance program for the on-site drainage system;*
- *project-specific standards for installing drainage systems;*
- *City and El Dorado County flood control design requirements and measures designed to comply with them;*

*Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:*

- i. *use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);*
- ii. *enlarged detention basins to minimize flow changes and changes to flow duration characteristics;*
- iii. *bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;*
- iv. *minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and*
- v. *minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and*

*floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.*

*The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of  $1 \pm 10\%$  or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).*

*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 El Dorado County.*

**4.7-11 Create or contribute substantial additional sources of polluted runoff, violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality during construction of the project. Based on the analysis below, the impact is *less than significant*.**

Development of the proposed project would involve the construction of 875 residential units and associated infrastructure. Construction activities such as grading, excavation, and trenching for site improvements would result in the disturbance of on-site soils. The exposed soils have the potential to affect water quality in two ways - suspended soil particles and sediments transported through runoff or sediments transported as dust that eventually reach local water bodies. Spills or leaks from heavy equipment and machinery, staging areas, or building sites also have the potential to enter runoff. Typical pollutants include, but are not limited to, petroleum and heavy metals from equipment and products such as paints, solvents, and cleaning agents, which could contain hazardous constituents.

Sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of building products could result in water quality degradation if runoff containing the sediment or contaminants enters receiving waters in sufficient quantities to exceed water quality objectives. Impacts from construction-related activities would generally be short-term and of limited duration.

The proposed project would be required to comply with the City's requirements for controlling pollution from construction activities, including obtaining a grading permit and compliance with the provisions of the FPASP Hillside Standards. As part of compliance, the applicant must prepare drainage plans and erosion control plans for both during and after construction of the proposed project to be reviewed and approved by the City.

In addition, because the proposed project would require construction activities resulting in a land disturbance of more than one acre (including off-site construction), the applicant is required by the State to obtain coverage under the SWRCB's General Construction Stormwater Permit, which pertains to pollution from grading and project construction. The General Construction Stormwater Permit requires filing of a NOI with the SWRCB and preparation of a detailed SWPPP for the site prior to construction. The SWPPP would incorporate BMPs in order to prevent, or reduce to the greatest feasible extent, adverse impacts to water quality from erosion and sedimentation. BMPs may include scheduling or limiting activities to certain times of year, prohibitions of practices, maintenance procedures, and other management practices. The General Construction Stormwater Permit also requires regular inspections of BMPs before, after, and during storm events.

In addition to being a State requirement, the FPASP EIR/EIS requires as mitigation that the applicant obtain a NPDES permit and prepare a SWPPP (Mitigation Measure 3A.9-1). Compliance with City and State requirements through preparation of an erosion and sediment control plan and obtaining coverage under the General Construction Stormwater Permit, including preparation and implementation of a SWPPP, would ensure the proposed project would not substantially affect the quality of stormwater runoff. Therefore, the proposed project would have a *less-than-significant* impact related to water quality during construction. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses. However, development would occur over a similar disturbance area, which would result in similar impacts to the additional sources of polluted runoff and water quality as the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

**3A.9-3:**      ***Develop and Implement a BMP and Water Quality Maintenance Plan.***  
*Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.*

- *A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.*
- *Predevelopment and postdevelopment calculations demonstrating*

*that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004).*

- *Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.*
- *A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.*
- *LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:*
  - i. *surface swales;*
  - ii. *replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);*
  - iii. *impervious surfaces disconnection; and*
  - iv. *trees planted to intercept stormwater.*

*New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.*

*For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.*

*Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.*

**4.7-12 Substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Based on the analysis below, the impact is *less than significant*.**

The City of Folsom currently obtains water supplies exclusively from surface water obtained from Folsom Lake. The City does not currently pump groundwater for use in its service area, and has not pumped ground water in the past five years. As stated above, the City's approved water supply for the plan area per the Addendum to the FPASP EIR/EIS would be sufficient to meet the proposed project's water demand. Accordingly, the proposed project would not use groundwater supplies and, thus, would not deplete groundwater supplies in the area.

The proposed project would utilize a LID approach to stormwater management that integrates conservation of natural site features with small scale engineered landscape elements, mimicking the natural ecosystem of the drainage shed by promoting natural vegetative processes including evaporation, transpiration and infiltration of stormwater to reduce water flows and improve water quality. Therefore, development of the proposed project would not be expected to substantially interfere with groundwater recharge, and impacts would be *less than significant*. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses. However, development would occur over a similar disturbance area, which would result in similar impacts to the groundwater recharge as the approved FPASP.

Project-Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**Cumulative Impacts and Mitigation Measures**

The following discussion of impacts is based on the implementation of the proposed project in combination with other proposed and pending projects in the region. Other proposed and pending projects in the region under the cumulative context would include buildout of the City's General Plan, as well as development of the most recent planned land uses within the vicinity of the project area, including the FPASP.

**4.7-13 Development of the proposed project, in combination with future buildout in the City of Folsom, would increase demand for additional public services and utilities. Based on the analysis below, the cumulative impact is *less than significant*.**

Implementation of the proposed project would contribute to an increased demand for public services and utilities in the City of Folsom and the region.

Water Supply

As discussed above, the City of Folsom is currently experiencing a multiple dry-year. However, as noted in the City's UWMP, the City anticipates having adequate domestic water supply through the year 2035 even during a multiple dry-year scenario. The City's UWMP is a cumulative analysis that addresses buildout water demand within the City. The City currently does not have any proposed future water supply projects or programs to increase the amount of water supply available to the City. However, the City would pursue regional and other possible transfer and exchange agreements, and implement water use reduction plans, as necessary, to meet any increase in demand for water supply in excess of existing water supplies. As the proposed project's estimated dry-year water demand was calculated to be below what was assumed for the project site under the adopted FPASP land uses, the incremental increase in demand for water supply and distribution services has been anticipated in the City's UWMP. In addition, the proposed project, as well as other future development projects, would be required to pay development impact fees associated with the provision of public services and utilities, and comply with any conservation policies and dry-year measures. Therefore, the proposed project in combination with future buildout in the City of Folsom would not result in a significant cumulative impact related to water supply.

Wastewater

The SRWWTP is planned for expansion based on growth rates in the Sacramento County region, including the proposed project. The SRCSD is in the process of expanding the SRWWTP to accommodate 218 MGD in order to accommodate the planned growth in the Sacramento County region and to meet existing and anticipated regulatory requirements through the year 2020. The expansion is anticipated to accommodate all projected regional growth through the year 2020. In addition, as discussed above, due to water conservation efforts, wastewater flows to the SRWWTP have decreased and are expected to continue to decrease. The SRCSD has prioritized increasing water recycling in the region as an element to support the comprehensive effort to promote water supply reliability and Delta sustainability. Furthermore, the proposed project, as well as other future development projects, would be required to pay development impact fees associated with the provision of public services and utilities. Therefore, the proposed project in combination with future buildout in the region would not result in a significant cumulative impact related to wastewater.

### Solid Waste

The Kiefer Landfill is expected to have adequate capacity to serve the regional waste disposal needs until the anticipated closure date of approximately 2064. Because the proposed project is reducing the total number of dwelling units from what was assumed for the project site under the adopted FPASP land uses, the incremental increase in demand for solid waste collection and disposal services has been anticipated. Therefore, the proposed project in combination with future buildout in the City of Folsom would not result in a significant cumulative impact related to solid waste.

### Police and Fire Protection Services

The FPASP includes one police service center and two fire stations to maintain adequate levels of service with the City of Folsom. The additional police and fire service stations are not needed to serve the proposed project alone; however, upon buildout of the entire FPASP, the facilities are needed. The proposed project would contribute to the need for services and the applicant is required to pay their fair-share toward the needed improvements pursuant to the PFFP. Similar to the proposed project, other future development projects would be required by the City to pay their development impact fees. Therefore, the proposed project in combination with future buildout in the City of Folsom would not result in a significant cumulative impact related to police and fire protection services.

### School Capacity

As noted above the proposed project would generate approximately 586 additional students requiring accommodation in the surrounding school system. The proposed project includes the construction of a 9.7-acre elementary school to accommodate the additional students generated from the proposed project in combination with future buildout in the City of Folsom. In addition, the project is required to pay school impact fees as well as the PFFP SPIF, which go toward school facilities. Therefore, the proposed project in combination with future buildout in the City of Folsom would not result in a significant cumulative impact related to the need for new, or improvements to existing, school facilities.

### Parks and Recreation

The proposed project would decrease the amount of neighborhood park land from 6.5 acres to 5.3 acres, but would also include 3.5 acres of private park land. In addition, the project would increase the amount of open space from 98.7 acres to 102.1 acres compared to what is currently proposed for the site. Furthermore, the proposed project, as well as other future development projects, would be required to pay development impact fees associated with the provision of parks. Therefore, the proposed project, in combination with future buildout in the City of Folsom, would not result in a significant cumulative impact related to parks and recreation.

### Conclusion

According to the City's UWMP the City anticipates having adequate domestic water supply through the year 2035, and due to water conservation efforts, wastewater flows to the SRWWTP have decreased and are expected to continue to decrease. In addition, the Kiefer Landfill is expected to have adequate capacity to serve the regional solid waste disposal needs until the anticipated closure date of approximately 2064. Furthermore, the proposed project includes the construction of an elementary school and the FPASP includes the construction of one police service center and two fire stations. With the full buildout of other proposed and pending projects in the City of Folsom, and payment of City impact fees for each project, all public services and utilities would be adequate. Therefore, cumulative impacts related to increased demand for public services and utilities would be considered *less than significant*. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses. This reduction in service population would result in reduced impacts to the public services than the approved FPASP.

### Project-Specific Mitigation Measure(s)

*None required.*

### FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

## **4.7-14 Cumulative impacts to hydrology and water quality. Based on the analysis below, the impact is *less than significant*.**

### Drainage and Water Quality

While cumulative development within the City of Folsom and surrounding areas would result in additional stormwater runoff and entry of pollutants into receiving waters via construction and operation of future projects, each project is required to comply with the City's regulatory stormwater documents, standards, and requirements. Compliance with such would ensure that each project provides adequate storage capacity and drainage for the additional stormwater runoff generated, as well as incorporates sufficient BMPs to successfully remove pollutants from site runoff during the construction and operational phases. Thus, the cumulative effects on downstream waterways, including the Alder Creek, Carson Creek, Buffalo Creek, and Coyote Creek Watersheds would be less than significant.

### Groundwater

As noted above, the City of Folsom water supply does not come from groundwater sources. In addition, development is typically prohibited within active stream channels and rivers, and therefore, future development sites (including the proposed project site) would not be expected to represent a substantial groundwater recharge area or contributor to regional groundwater recharge. In addition, each project would provide adequate



storage capacity on-site for the additional stormwater runoff generated and/or connect to the City's storm drainage system, which eventually discharges to neighborhood creeks and the American River. Accordingly, each future project would cumulatively contribute to regional groundwater recharge either by allowing percolation of stormwater via on-site drainage basins and/or by directing stormwater to active stream channels and rivers, where the majority of groundwater recharge in the region occurs. Therefore, the cumulative effects on groundwater would be less than significant.

### Conclusion

Overall, the cumulative impacts to hydrology and water quality associated with implementation of past, present, and reasonably foreseeable future projects, as well as the proposed project, would be *less than significant*. The proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses. However, development would occur over a similar disturbance area, which would result in similar impacts to the hydrology and water quality as the approved FPASP.

#### Project-Specific Mitigation Measure(s)

*None required.*

#### FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

### **Endnotes**

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- <sup>1</sup> City of Folsom. *City of Folsom General Plan*. January 1993.
  - <sup>2</sup> City of Folsom. *Folsom Plan Area Specific Plan*. June 28, 2011.
  - <sup>3</sup> City of Folsom. *Folsom South of U.S. 50 Specific Plan Project Public Final EIR/EIS*. May 2011.
  - <sup>4</sup> City of Folsom. *Folsom Plan Area Specific Plan Project - An Addendum to the Environmental Impact Report for the Folsom Plan Area Specific Plan Project for Purposes of Analyzing an Alternative Water Supply for the Project; an Agreement Between the City of Folsom and Folsom Plan Area Landowners for a Water Supply and its Financing and Authorizing the Filing of an Action to Validate the Agreement*. December 11, 2012.
  - <sup>5</sup> City of Folsom. *Folsom Municipal Code*. April 8, 2014.
  - <sup>6</sup> *Russell Ranch Specific Plan Amendment Water Supply Analysis Memo*. October 17, 2014.
  - <sup>7</sup> City of Folsom. *Folsom Plan Area Storm Drainage Master Plan*. January 17, 2014.
  - <sup>8</sup> City of Folsom. *Folsom Plan Area Wastewater Master Plan Update*. September 2014.
  - <sup>9</sup> City of Folsom. *Folsom Plan Area Water System Master Plan*. October 7, 2014.
  - <sup>10</sup> City of Folsom, Utilities Department. *Sewer System Management Plan*. July 2009.
  - <sup>11</sup> Sacramento Regional County Sanitation District. *Sacramento Regional Wastewater Treatment Plant 2020 Master Plan*. May 2008.
  - <sup>12</sup> City of Folsom. *Folsom Plan Area Specific Plan Public Facilities Financing Plan*. December 4, 2013.
  - <sup>13</sup> City of Folsom. *City of Folsom 2010 Urban Water Management Plan* [pg. 5-12]. Adopted June 14, 2011.
  - <sup>14</sup> City of Folsom. *City of Folsom 2010 Urban Water Management Plan* [pg. 5-13]. Adopted June 14, 2011.
  - <sup>15</sup> City of Folsom. *Folsom Plan Area Specific Plan Project - An Addendum to the Environmental Impact Report for the Folsom Plan Area Specific Plan Project for Purposes of Analyzing an Alternative Water Supply for the*

- Project; an Agreement Between the City of Folsom and Folsom Plan Area Landowners for a Water Supply and its Financing and Authorizing the Filing of an Action to Validate the Agreement.* December 11, 2012.
- <sup>16</sup> Note: the Judgment Validating Water Supply Agreement will be made available through the Folsom City Attorney's office at 50 Natoma Street, Folsom, CA 95630.
- <sup>17</sup> City of Folsom. *Folsom South of U.S. 50 Specific Plan Project Draft EIR/EIS* [pg. 3A. 16-2]. June 2010.
- <sup>18</sup> City of Folsom. *Folsom Plan Area Specific Plan* [pg. 12-13] June 28, 2011.
- <sup>19</sup> CalRecycle. *Facility/Site Summary Details: Sacramento County Landfill (Kiefer) (34-AA-0001)*. Available at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/34-AA-0001/Detail/>. Accessed June 2014.
- <sup>20</sup> City of Folsom. *Inside the Folsom Police Department*. Available at: <http://www.folsom.ca.us/depts/police/>. Accessed February 2014.
- <sup>21</sup> City of Folsom. *Folsom Plan Area Specific Plan* [pg. 11-8]. June 28, 2011.
- <sup>22</sup> Cynthia Renaud, City of Folsom Police Chief. *Personal communication*. February 6, 2014.
- <sup>23</sup> City of Folsom. *Department Staffing*. Available at: <http://www.folsom.ca.us/depts/fire/>. Accessed February 2014.
- <sup>24</sup> Folsom Fire Department. *2013 Annual Statistics*. Available at: <http://www.folsom.ca.us/depts/fire>. Accessed February 2014.
- <sup>25</sup> City of Folsom. *Folsom Plan Area Specific Plan* [pg. 11-9]. June 28, 2011.
- <sup>26</sup> Folsom Fire Department. *2013 Annual Statistics*. Available at: <http://www.folsom.ca.us/depts/fire>. Accessed February 2014.
- <sup>27</sup> *Ibid.*
- <sup>28</sup> Folsom Cordova Unified School District. *2013 Facilities Master Plan*. November 21, 2013.
- <sup>29</sup> Discover Folsom. *Recreation: Folsom Parks*. Available at: <http://www.discoverfolsom.com/recreation/folsom-parks>. Accessed May 2014.
- <sup>30</sup> California Office of Environmental Health Hazard Assessment. *Draft Health Advisory: Fish Consumption Guidelines for Lake Natoma and the Lower American River (Sacramento County)*. April 2004. Available at: <http://oehha.ca.gov/fish/pdf/dlakenatomaadvice.pdf>. Accessed May 2014.
- <sup>31</sup> California Office of Environmental Health Hazard Assessment. *Health Advisory and Safe Eating Guidelines for Fish from Folsom Lake (Sacramento, El Dorado and Placer Counties) [10/15/08] Based on Mercury*. October 15, 2008. Available at: [http://www.oehha.ca.gov/fish/so\\_cal/folnat101108.html](http://www.oehha.ca.gov/fish/so_cal/folnat101108.html). Accessed May 2014.
- <sup>32</sup> California Office of Environmental Health Hazard Assessment. *Health Advisory and Safe Eating Guidelines for Fish from Lake Natoma (Sacramento, El Dorado and Placer Counties) [10/15/08] Based on Mercury*. October 15, 2008. Available at [http://www.oehha.ca.gov/fish/so\\_cal/LakeNatoma.html](http://www.oehha.ca.gov/fish/so_cal/LakeNatoma.html). Accessed May 2014.
- <sup>33</sup> California Office of Environmental Health Hazard Assessment. *Safe Eating Guidelines for the Lower American River (Sacramento County) [Updated 02/15/12] Based on Mercury or PCBs*. February 15, 2012. Available at: [http://www.oehha.ca.gov/fish/so\\_cal/fnatoma.html](http://www.oehha.ca.gov/fish/so_cal/fnatoma.html). Accessed May 2014.
- <sup>34</sup> Per Section 21151.9 of the Public Resources Code (PRC) and Section 10910 et seq. of the Water Code, WSAs are required for large development projects, which are defined as follows:
- (1) A proposed residential development of more than 500 dwelling units.
  - (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
  - (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
  - (4) A proposed hotel or motel, or both, having more than 500 rooms.
  - (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
  - (6) A mixed-use project that includes one or more of the projects specified in this subdivision.
  - (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.
- <sup>35</sup> *Russell Ranch Specific Plan Amendment Water Supply Analysis Memo*. October 17, 2014.
- <sup>36</sup> City of Folsom. *Conserve Water As Temperatures Rise*. Available at: <http://www.folsom.ca.us/news/displaynews.asp?NewsID=1028&TargetID=1>. Accessed June 2014.
- <sup>37</sup> CalRecycle website. Available at: <http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionPost2006.aspx>. Accessed November 2014.
- <sup>38</sup> City of Folsom. *Folsom Plan Area Specific Plan Public Facilities Financing Plan* [pg. 22]. December 4, 2013.

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<sup>39</sup> *Ibid.*

<sup>40</sup> *Ibid.*

<sup>41</sup> MacKay and Somps. *Technical Memorandum Drainage Master Plan Update Russell Ranch, Folsom, CA.* September 30, 2014.

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## 4.8. TRANSPORTATION, TRAFFIC, AND CIRCULATION

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## 4.8

# TRANSPORTATION, TRAFFIC, AND CIRCULATION

### 4.8.1 INTRODUCTION

The Transportation, Traffic, and Circulation chapter of the EIR addresses the existing and cumulative transportation and circulation conditions of the surrounding transportation system and analyzes the impacts on such associated with the development of the proposed project. The analysis includes consideration of roadway, transit, bicycle, pedestrian, and construction components of the overall transportation systems under a number of scenarios.

The information contained within this chapter is based on the *Russell Ranch Draft Transportation Impact Study* prepared by Fehr & Peers<sup>1</sup> and the *Russell Ranch Super Cumulative Comparison Memo*<sup>2</sup>. All technical calculations can be found within the appendices to the Transportation Impact Study (TIS), which is included as Appendix I to this EIR.

### 4.8.2 EXISTING ENVIRONMENTAL SETTING

The section below describes the study area and the physical and operational characteristics of the transportation system within the study area, including the surrounding roadway network, existing traffic operations, and bicycle, pedestrian, transit, and rail facilities.

#### Study Area

The proposed project site is generally located between US Highway 50 (US 50) to the north, Placerville Road to the west, the Sacramento County/El Dorado County line to the east, and White Rock Road to the south, within the City of Folsom. The site and all adjoining parcels are currently undeveloped, but have approved land uses under the existing Folsom Plan Area Specific Plan (FPASP). The US 50/East Bidwell Street/Scott Road interchange would serve as the closest access point to the regional freeway system for the proposed project. The project's study area is illustrated in Figure 4.8-1. As shown in Figure 4.8-1, the project's study area extends north and west to Broadstone Parkway, south to White Rock Road, and east to El Dorado Hills Boulevard/Latrobe Road. The intersections and freeway facilities included in the study area are listed below, as well as detailed descriptions of key roadway facilities within the study area.

#### Intersections

The following 12 study intersections were selected to be included in the study area based on coordination with City of Folsom staff:

1. Broadstone Parkway/East Bidwell Street
2. Empire Ranch Road/Broadstone Parkway

**Figure 4.8-1  
 Study Area**



Source: Fehr & Peers, 2014.

3. Broadstone Parkway/Iron Point Road
4. East Bidwell Street/Iron Point Road
5. Empire Ranch Road/Iron Point Road
6. East Bidwell Street/Placerville Road
7. Scott Road/US 50 Westbound Ramps
8. Scott Road/US 50 Eastbound Ramps
9. El Dorado Hills Blvd./US 50 Westbound Ramp
10. Latrobe Road/US 50 Eastbound Ramp
11. White Rock Road/Scott Road
12. Payen Road/Placerville Road
13. Latrobe Road/White Rock Road
14. Cavitt Drive/Iron Point Road
15. Serpa Way/Iron Point Road

### Freeway Facilities

The following eastbound (EB) and westbound (WB) basic, merge, and diverge freeway facilities were selected for evaluation consistent with comments received from the California Department of Transportation (Caltrans) on the project's Notice of Preparation (NOP):

- EB US 50 west of Prairie City Road – Basic
- EB US 50 Prairie City Road Off-Ramp – Diverge
- EB US 50 between Prairie City Road Ramps – Basic
- EB US 50 Prairie City Road On-Ramp – Merge
- EB US 50 Prairie City Road On-Ramp II – Merge
- EB US 50 Prairie City Road to Scott Road – Basic
- EB US 50 Scott Road Off-Ramp – Diverge
- EB US 50 between Scott Road Ramps – Basic
- EB US 50 Scott Road Loop On-Ramp – Merge
- EB US 50 Scott Road On-Ramp II – Merge
- EB US 50 Scott Road to Latrobe Road (Segment I) – Basic
- EB US 50 Scott Road to Latrobe Road (Segment II) – Basic
- EB US 50 Latrobe Road Off-Ramp I – Diverge
- EB US 50 Latrobe Road Off-Ramp II – Diverge
- EB US 50 between Latrobe Road Ramps – Basic
- EB US 50 Latrobe Road On-Ramp – Merge
- EB US 50 East of Latrobe Road – Basic
- WB US 50 East of El Dorado Hills Blvd. - Basic
- WB US 50 El Dorado Hills Blvd. Off-Ramp - Diverge
- WB US 50 between El Dorado Hills Blvd. Ramps - Basic
- WB US 50 El Dorado Hills Blvd. On-Ramp - Merge
- WB US 50 El Dorado Hills Blvd. to East Bidwell Street (Segment I) - Basic
- WB US 50 El Dorado Hills Blvd. to East Bidwell Street (Segment II) - Basic
- WB US 50 East Bidwell Street Off-Ramp - Diverge

- WB US 50 between East Bidwell Street Ramps - Basic
- WB US 50 East Bidwell Street Loop On-Ramp - Merge
- WB US 50 East Bidwell Street On-Ramp II - Merge
- WB US 50 East Bidwell Street to Prairie City Road - Basic
- WB US 50 Prairie City Road Off-Ramp - Diverge
- WB US 50 between Prairie City Road Ramps - Basic
- WB US 50 Prairie City Road Loop On-Ramp - Merge
- WB US 50 Prairie City Road On-Ramp II - Merge
- WB US 50 west of Prairie City Road - Basic

## Roadway System

The surrounding roadway network includes the following roadways:

- *US 50* is an east-west highway that passes through Folsom, California and connects the Sacramento region to Lake Tahoe and points beyond. Within the study area, US 50 west of East Bidwell Street is a six-lane freeway with two regular flow lanes and one high-occupancy vehicle (HOV) lane in each direction. East of East Bidwell Street, US 50 has three westbound lanes (two mainline lanes, one HOV lane) and four eastbound lanes (three mainline lanes, one HOV lane). The speed limit on US 50 through Folsom is 65 miles per hour (mph).
- *East Bidwell Street* runs through the City of Folsom from US 50 to Riley Street. South of US 50, East Bidwell Street becomes Scott Road. Near the project area, East Bidwell Street is a six-lane arterial roadway with turn pockets provided at intersections. The speed limit on East Bidwell Street north of US 50 is 45 mph. South of the US 50 westbound ramps East Bidwell Street/Scott Road has four lanes, and south of the US 50 eastbound ramps East Bidwell Street transitions into Scott Road and has two lanes.
- *Scott Road* is a two-lane, north-south roadway that extends from the US 50/East Bidwell Street/Scott Road interchange south to White Rock Road. A separate discontinuous segment of Scott Road, located approximately 1.5 miles to the west, extends southward from White Rock Road into unincorporated Sacramento County with two travel lanes.
- *Placerville Road* is a two-lane, north-south roadway that begins at East Bidwell Street, just north of US 50, and continues beneath US 50 via an undercrossing. The roadway extends south to White Rock Road, where the roadway transitions into Payen Road.
- *White Rock Road* is a two-lane, east-west roadway within the study area, and has a posted speed limit of 55 mph. White Rock Road continues east into El Dorado County, where the roadway transitions into Silva Valley Parkway, and then west into the City of Rancho Cordova.
- *Iron Point Road* is an east-west arterial roadway with a raised median that runs from Folsom Boulevard to the eastern city limit along the north side of US 50. Within the vicinity of the project, Iron Point Road has six lanes and a posted speed limit of 45 mph.
- *Broadstone Parkway* is an arterial roadway that runs from Iron Point Road to Empire Ranch Road on the north side of US 50 and features four to six travel lanes, a raised median, and a posted speed limit of 45 mph.



- *Empire Ranch Road* is a north-south arterial that runs from East Natoma Street to Iron Point Road. The road consists of four lanes with a landscaped median and features bike lanes in both directions. The posted speed limit is 45 mph.

### Common Traffic Analysis Terms

Level of service (LOS) is a qualitative measure of traffic operating conditions, whereby a letter grade, from A to F is assigned, based on quantitative measurements of delay per vehicle. The grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions, and LOS F represents severe delay under stop-and-go conditions.

Table 4.8-1 summarizes the relationship between delay and LOS for signalized and unsignalized intersections. The delay ranges for unsignalized intersections are lower than for signalized intersections as drivers expect less delay at unsignalized intersections.

| <b>Table 4.8-1<br/>Intersection LOS Criteria</b>                             |  |  |                                   |
|--|--|--|-----------------------------------|
| <b>Level of Service</b>  | <b>Description</b>   | <b>Average Control Delay<br/>(seconds per vehicle)</b> |                                   |
|  |  | <b>Signalized Intersections</b>                        | <b>Unsignalized Intersections</b> |
| A  | Represents free flow. Individual users are virtually unaffected by others in the traffic stream.                                     | ≤ 10   | ≤ 10                              |
| B  | Stable flow, but the presence of other users in the traffic stream begins to be noticeable.  | > 10 to 20   | > 10 to 15                        |
| C  | Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream. | > 20 to 35   | > 15 to 25                        |
| D  | Represents high-density, but stable flow.  | > 35 to 55   | > 25 to 35                        |
| E  | Represents operating conditions at or near the capacity level.   | > 55 to 80   | > 35 to 50                        |
| F  | Represents forced or breakdown flow.   | > 80   | > 50                              |
| <i>Source: Highway Capacity Manual (Transportation Research Board 2010).</i> |  |  |                                   |

Table 4.8-2 and Table 4.8-3 present the LOS criteria for freeway mainline sections, as well as on- and off-ramp merge and diverge sections, respectively.

| <b>Table 4.8-2<br/>Freeway Mainline LOS Criteria</b>                         |   |                         |
|--|---|-------------------------|
| <b>Level of Service</b>  | <b>Description</b>  | <b>Density (pcplpm)</b> |
| A  | Represents free flow. Vehicles are almost completely unaffected in their ability to maneuver within the traffic stream.   | $\leq 11$               |
| B  | Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.   | $> 11$ to 18            |
| C  | Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. | $> 18$ to 26            |
| D  | Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.     | $> 26$ to 35            |
| E  | Operation at capacity. Virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.                   | $> 35$ to 45            |
| F  | Represents forced or breakdown flow.  | $> 45$                  |
| Note: pcplpm = passenger cars per lane per mile                              |   |                         |
| Source: <i>Highway Capacity Manual</i> (Transportation Research Board 2010). |   |                         |

| <b>Table 4.8-3<br/>Freeway On- and Off-Ramp Merge and Diverge LOS Criteria</b> |   |                         |
|--|---|-------------------------|
| <b>Level of Service</b>  | <b>Description</b>  | <b>Density (pcplpm)</b> |
| A  | Represents free flow. Vehicles are almost completely unaffected in their ability to maneuver within the traffic stream.   | $\leq 10$               |
| B  | Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.   | $> 10$ to 20            |
| C  | Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. | $> 20$ to 28            |
| D  | Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.     | $> 28$ to 35            |
| E  | Operation at capacity. Virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.                   | $> 35$ to 43            |
| F  | Represents forced or breakdown flow.  | $> 43$                  |
| Note: pcplpm = passenger cars per lane per mile                                |   |                         |
| Source: <i>Highway Capacity Manual</i> (Transportation Research Board 2010).   |   |                         |

## Existing Traffic Volumes

Peak period intersection turning movement volumes were collected at the study intersections as part of the TIS. Existing traffic volumes at the study intersections are shown on Figure 4.8-2 and Figure 4.8-3. Based on the counts, the AM peak hour within the study area generally occurs between 7:45 and 8:45, and the PM peak hour generally occurs between 4:45 and 5:45. The PM peak hour experiences higher traffic volumes as commute traffic overlaps with retail/recreational traffic during the PM peak hour.

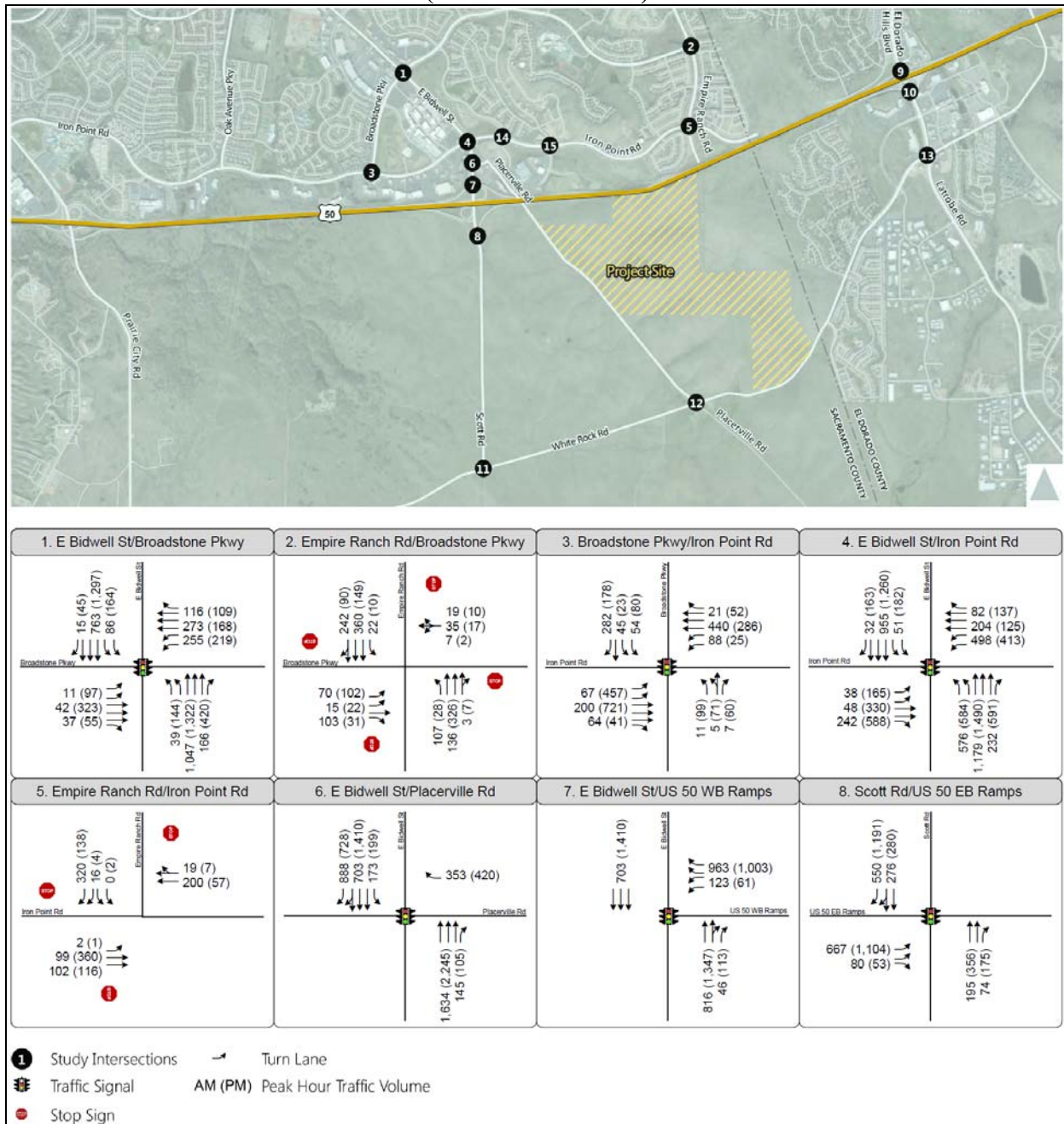
## Existing Intersection Operations

Table 4.8-4 shows the existing delay and LOS results at the study intersections. As shown in the table, two side-street stop controlled intersections on White Rock Road currently have individual movements that operate at LOS D or worse during at least one peak hour (White Rock Road/Scott Road and White Rock Road/Placerville Road). The signalized East Bidwell Street/Iron Point Road intersection operates at an average of LOS D during the PM peak hour. The signalized El Dorado Hills Boulevard/US 50 Westbound Ramps intersection operates at an average of LOS D during both the AM and PM peak hours; however, as shown in the table, the minimum acceptable LOS for the intersection is LOS E. Accordingly, the LOS D operations at the El Dorado Hills Boulevard/US 50 Westbound Ramps intersection are not considered unacceptable. The remainder of the study intersections currently operate at LOS C or better during both peak hours.

## Existing Freeway Operations

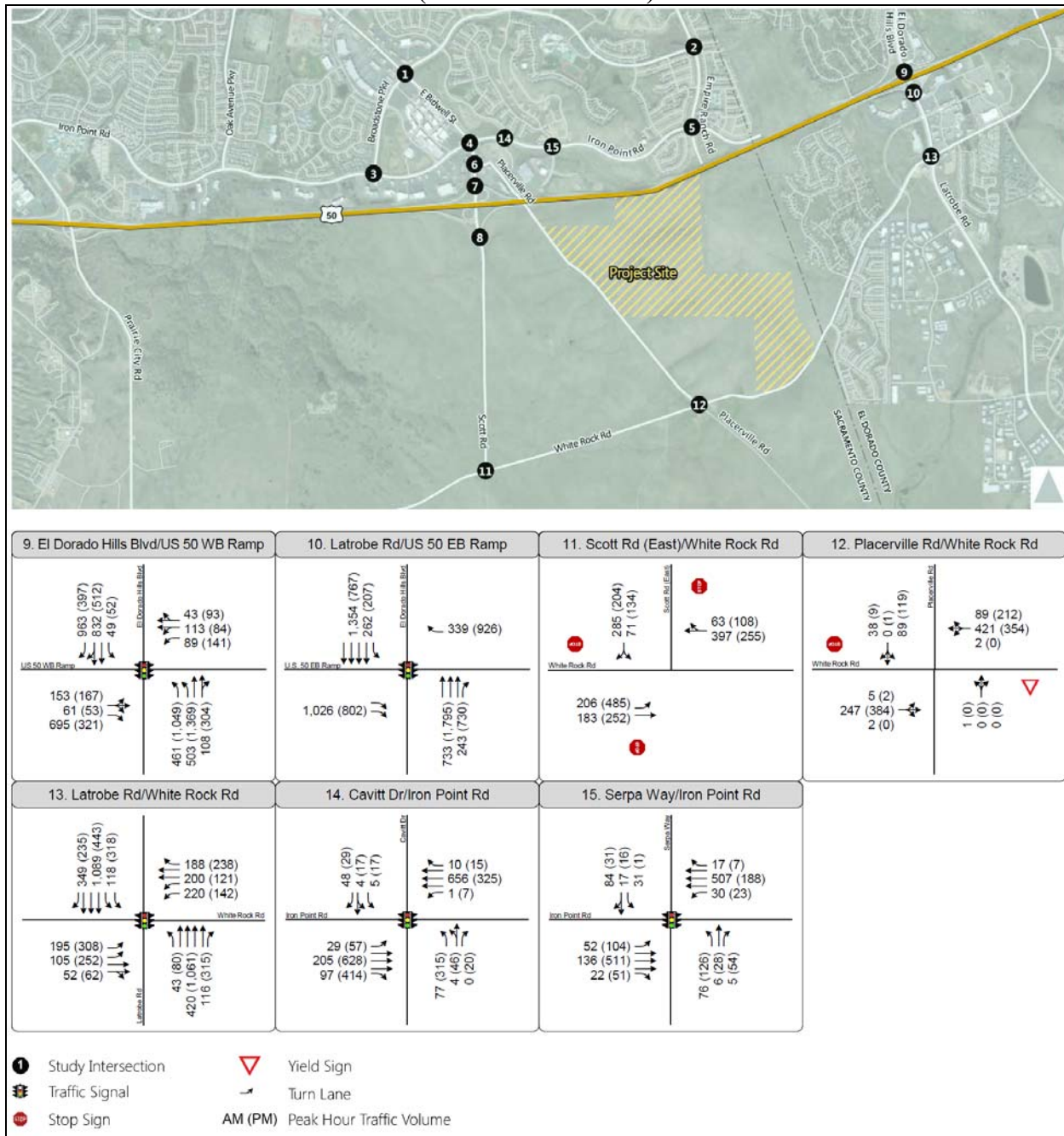
Existing freeway operations including basic, merge, and diverge sections were analyzed along US 50 within the study area. Table 4.8-5 summarizes the LOS results. As shown in the table, the eastbound Scott Road off-ramp operates at LOS F during the PM peak hour. The Caltrans' *Transportation Corridor Concept Report, United States Highway 50*, like all Caltrans transportation corridor or route concept reports, identifies long-range improvements for specific State highway corridors. The reports establish the "concept" or desired LOS for specific corridor segments. The long-range improvements are identified to bring the existing facility up to the design concept expected to adequately serve 20-year traffic forecasts. In addition, the ultimate design concept for the facility is also identified for conditions beyond the immediate 20-year design period. The Route Concept Report for US 50 indicates that the 20-year concept LOS for US 50 throughout the City of Folsom is LOS F. For this analysis, LOS F is applied for identifying impacts to US 50 mainline, merge, and diverge facilities.

**Figure 4.8-2**  
**Peak Hour Traffic Volumes and Lane Configurations – Existing Conditions**  
**(Intersections 1 - 8)**



Source: Fehr & Peers, 2014.

**Figure 4.8-3**  
**Peak Hour Traffic Volumes and Lane Configurations – Existing Conditions**  
**(Intersections 9 - 15)**



Source: Fehr & Peers, 2014.

**Table 4.8-4  
Intersection LOS – Existing Conditions**

| Intersection                                  | Control                  | Minimum Acceptable LOS <sup>1</sup> | AM Peak Hour       |          | PM Peak Hour       |          |
|---|--------------------------|-------------------------------------|--------------------|----------|--------------------|----------|
|   |                          |                                     | Delay <sup>1</sup> | LOS      | Delay <sup>1</sup> | LOS      |
| 1. Broadstone Parkway/East Bidwell Street     | Traffic Signal           | C                                   | 17                 | B        | 26                 | C        |
| 2. Empire Ranch Road/Broadstone Parkway       | All-Way Stop Control     | C                                   | 15                 | B        | 11                 | B        |
| 3. Broadstone Parkway/Iron Point Road         | Traffic Signal           | C                                   | 11                 | B        | 18                 | B        |
| 4. East Bidwell Street/Iron Point Road        | Traffic Signal           | C                                   | 30                 | C        | <b>52</b>          | <b>D</b> |
| 5. Empire Ranch Road/Iron Point Road          | All-Way Stop Control     | C                                   | 10                 | A        | 14                 | B        |
| 6. East Bidwell Street/Placerville Road       | Traffic Signal           | C                                   | 14*                | B*       | 19*                | B*       |
| 7. Scott Road/US 50 Westbound Ramps           | Traffic Signal           | F                                   | 11                 | B        | 23                 | C        |
| 8. Scott Road/US 50 Eastbound Ramps           | Traffic Signal           | F                                   | 7                  | A        | 8                  | A        |
| 9. El Dorado Hills Blvd./US 50 Westbound Ramp | Traffic Signal           | E                                   | 46                 | D        | 39                 | D        |
| 10. Latrobe Road/US 50 Eastbound Ramp         | Traffic Signal           | E                                   | 26*                | C*       | 10*                | A*       |
| 11. White Rock Road/Scott Road                | Side-Street Stop Control | D                                   | <b>35</b>          | <b>E</b> | <b>35</b>          | <b>E</b> |
| 12. White Rock Road/Placerville Road          | Side-Street Stop Control | D                                   | 21                 | C        | 32                 | D        |
| 13. Latrobe Road/White Rock Road              | Traffic Signal           | E                                   | 23                 | C        | 29                 | C        |
| 14. Cavitt Drive/Iron Point Road              | Traffic Signal           | C                                   | 9                  | A        | 15                 | B        |
| 15. Serpa Way/Iron Point Road                 | Traffic Signal           | C                                   | 14                 | B        | 14                 | B        |

Notes:

<sup>1</sup> For signalized and all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for the overall intersection. For side-street stop controlled intersections, the delay is reported in seconds per vehicle for the worst individual movement. All results are rounded to the nearest second.

\* HCM 2000 used to analyze this intersection because HCM 2010 methodology only supports strict National Electrical Manufacturers Association (NEMA) phasing.

**Bold** indicates unacceptable operations.

Source: Fehr & Peers, 2014.

**Table 4.8-5  
Freeway LOS – Existing Conditions**

| Direction | Location   | Facility Type | AM Peak Hour           |                               |     | PM Peak Hour           |                               |          |
|-----------|--|---------------|------------------------|-------------------------------|-----|------------------------|-------------------------------|----------|
|           |  |               | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS      |
| Eastbound | US 50, West of Prairie City Road                                 | Basic         | 0.66                   | 23.9                          | C   | 0.80                   | 30.5                          | D        |
|           | Prairie City Road Off-Ramp                                       | Diverge       | 0.75                   | 29.1                          | D   | 0.95                   | 36.7                          | E        |
|           | US 50 between Prairie City Road Ramps                            | Basic         | 0.52                   | 18.9                          | C   | 0.72                   | 26.6                          | D        |
|           | Prairie City Road On-Ramp  | Merge         | 0.54                   | 22.9                          | C   | 0.77                   | 31.1                          | D        |
|           | Prairie City Road On-Ramp II                                     | Merge         | 0.58                   | 18.4                          | B   | 0.93                   | 30.9                          | D        |
|           | US 50, Prairie City Road to Scott Road                           | Basic         | 0.47                   | 17.1                          | B   | 0.96                   | 41.3                          | E        |
|           | Scott Road Off-Ramp  | Diverge       | 0.63                   | 14.5                          | B   | <b>1.00</b>            | -                             | <b>F</b> |
|           | US 50 between Scott Road Ramps                                   | Basic         | 0.42                   | 15.3                          | B   | 0.65                   | 23.5                          | C        |
|           | Scott Road Loop On-Ramp  | Merge         | 0.37                   | 13.3                          | B   | 0.61                   | 22.1                          | C        |
|           | Scott Road On-Ramp II  | Merge         | 0.41                   | 11.2                          | B   | 0.69                   | 21.2                          | C        |
|           | US 50, Scott Road to Latrobe Road (Segment I)                    | Basic         | 0.46                   | 16.5                          | B   | 0.76                   | 28.3                          | D        |
|           | US 50, Scott Road to Latrobe Road (Segment II)                   | Basic         | 0.40                   | 14.4                          | B   | 0.66                   | 24.0                          | C        |
|           | Latrobe Road Off-Ramp I  | Diverge       | 0.50                   | 21.8                          | C   | 0.71                   | 29.9                          | D        |
|           | Latrobe Road Off-Ramp II   | Diverge       | 0.29                   | 14.1                          | B   | 0.63                   | 26.7                          | C        |
|           | US 50 between Latrobe Road Ramps                                 | Basic         | 0.19                   | 6.8                           | A   | 0.42                   | 15.2                          | B        |
|           | Latrobe Road On-Ramp   | Merge         | 0.30                   | 14.2                          | B   | 0.60                   | 24.8                          | C        |
|           | US 50, East of Latrobe Road                                      | Basic         | 0.30                   | 11.0                          | B   | 0.61                   | 22.1                          | C        |
| Westbound | US 50, East of El Dorado Hills Blvd.                             | Basic         | 0.86                   | 33.7                          | D   | 0.53                   | 19.3                          | C        |
|           | El Dorado Hills Blvd. Off-Ramp                                   | Diverge       | 0.88                   | 36.4                          | E   | 0.57                   | 24.7                          | C        |
|           | US 50 between El Dorado Hills Blvd. Ramps                        | Basic         | 0.62                   | 22.4                          | C   | 0.40                   | 14.5                          | B        |
|           | El Dorado Hills Blvd. On-Ramp                                    | Merge         | 0.99                   | 33.0                          | D   | 0.79                   | 25.9                          | C        |
|           | US 50, El Dorado Hills Blvd. to East Bidwell Street (Segment I)  | Basic         | 0.88                   | 35.6                          | E   | 0.71                   | 26.2                          | D        |
|           | US 50, El Dorado Hills Blvd. to East Bidwell Street (Segment II) | Basic         | 0.88                   | 35.6                          | E   | 0.71                   | 26.2                          | D        |
|           | East Bidwell Street Off-Ramp                                     | Diverge       | 0.96                   | 29.0                          | D   | 0.76                   | 21.5                          | C        |
|           | US 50 between East Bidwell Street Ramps                          | Basic         | 0.65                   | 23.7                          | C   | 0.46                   | 16.5                          | B        |
|           | East Bidwell Street Loop On-Ramp                                 | Merge         | 0.69                   | 28.2                          | D   | 0.48                   | 20.9                          | C        |
|           | East Bidwell Street On-Ramp II                                   | Merge         | 0.59                   | 21.2                          | C   | 0.42                   | 15.2                          | B        |

(Continued on next page)

**Table 4.8-5  
Freeway LOS – Existing Conditions**

| Direction | Location  | Facility Type | AM Peak Hour           |                               |     | PM Peak Hour           |                               |     |
|-----------|---|---------------|------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|
|           |   |               | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS |
|           | US 50, East Bidwell Street to Prairie City Road | Basic         | 0.88                   | 35.3                          | E   | 0.53                   | 19.3                          | C   |
|           | Prairie City Road Off-Ramp                      | Diverge       | 0.91                   | 37.5                          | E   | 0.66                   | 28.1                          | D   |
|           | US 50 between Prairie City Road Ramps           | Basic         | 0.68                   | 25.0                          | C   | 0.55                   | 19.9                          | C   |
|           | Prairie City Road Loop On-Ramp                  | Merge         | 0.71                   | 28.9                          | D   | 0.57                   | 24.1                          | C   |
|           | Prairie City Road On-Ramp II                    | Merge         | 0.87                   | 28.1                          | D   | 0.76                   | 23.9                          | C   |
|           | US 50 west of Prairie City Road                 | Weave         | 0.69                   | 25.1                          | C   | 0.65                   | 23.8                          | C   |

Notes: Merge, Diverge, and Basic Segments were analyzed using HCM 2010 methodology. Weave segments were analyzed with the Leisch Method. Weave segments that fell outside of the realm of weaving were analyzed using the HCM 2010 methodology.

<sup>1</sup> v/c ratio = volume-to-capacity ratio

<sup>2</sup> pcplpm = passenger cars per lane per mile

**Bold** indicates unacceptable operations.

Source: Fehr & Peers, 2014.



## **Bicycle/Pedestrian System**

The City of Folsom has an extensive bicycle network on the north side of US 50, including Class II on-street bike lanes on East Bidwell Street north of Old Placerville Road, and on the entire length of Iron Point Road and Empire Ranch Road within the study area. A Class I bike path exists along the east side of Placerville Road and along the south side of Iron Point Road to Serpa Way. Figure 4.8-4 displays the existing bicycle facilities within the study area.

Future plans include an extension of the existing Class I bike path east of Serpa Way, as well as Class I bike paths north of Iron Point Road along the east side of East Bidwell Street, and west of East Bidwell Street south of Iron Point Road.

Sidewalks exist on both sides of East Bidwell Street/Scott Road from the US 50 east ramps to Iron Point Road. North of Iron Point Road, a separated sidewalk exists on the west side of East Bidwell Street, but sidewalks are not present on the east side. The majority of Empire Ranch Road and Iron Point Road have sidewalks on both sides of the roadway with some missing sections adjacent to vacant parcels. Within the immediate vicinity of the project site, bicycle and pedestrian facilities are currently not provided due to the undeveloped nature of the area. In coordination with new development and roadway construction, bicycle and pedestrian facilities will be installed according to current standards.

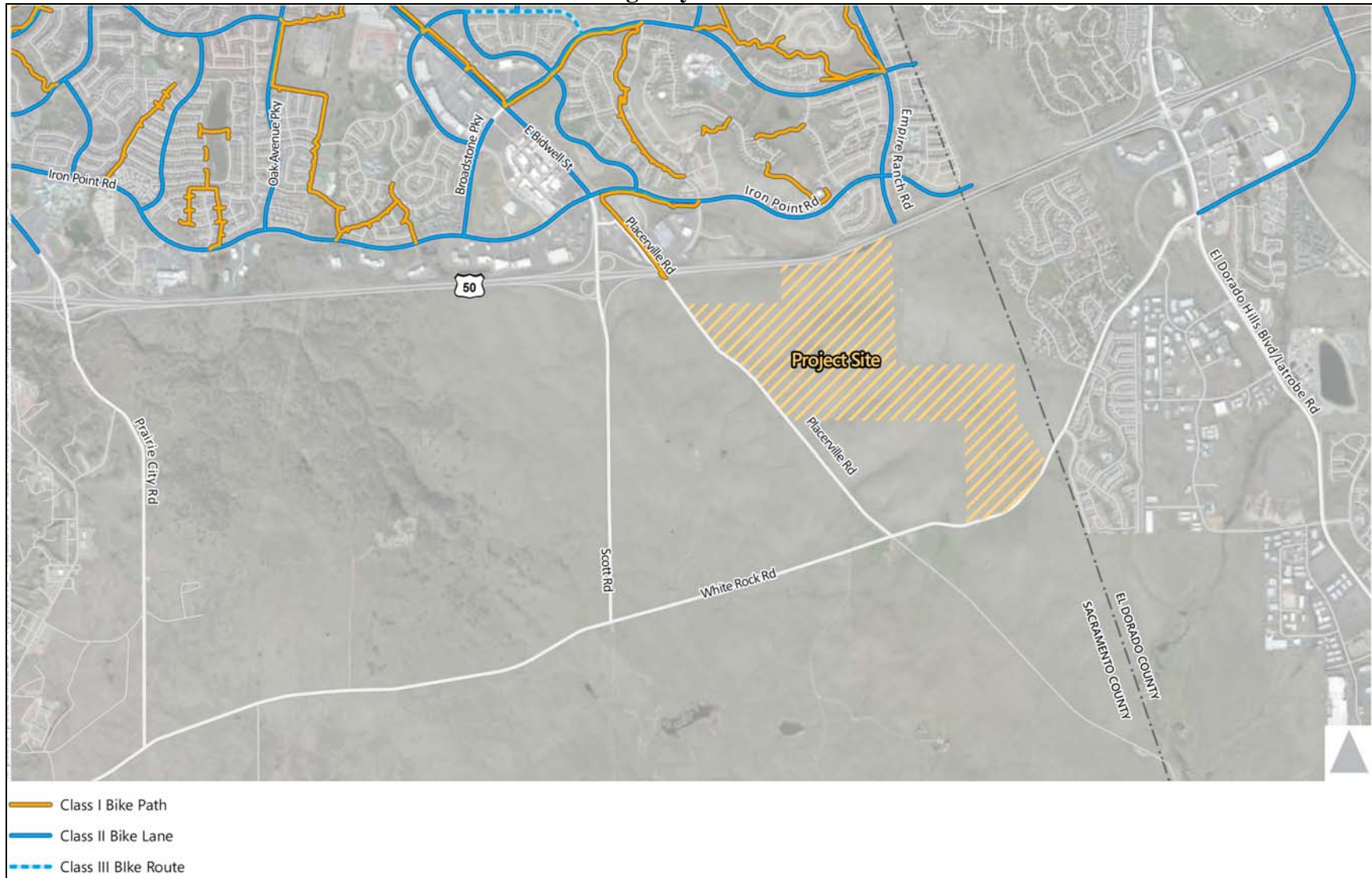
## **Transit System**

The City of Folsom Transit Division provides fixed-route and dial-a-ride service within the City (Folsom Stage Line). Fixed-route service is provided Monday through Friday on three routes. Route 10 runs from 4:25 AM to 7:45 PM and connects to Sacramento Regional Transit (RT) Light Rail and RT bus Route 24. Route 10 provides service on East Bidwell Street north of Broadstone Parkway and on Iron Point Road west of Palladio Parkway within the study area. Route 20 runs during the morning commute period from 7:00 AM to 7:45 AM Monday through Friday, during the afternoon commute period from 3:15 PM to 3:45 PM Monday, Tuesday, Thursday, and Friday, and from 1:40 PM to 2:15 PM on Wednesdays. Route 20 provides service on Broadstone Parkway and Empire Ranch Road within the study area. Route 30 runs during the morning commute period from 6:00 AM to 8:10 AM and during the PM peak period from 2:40 PM to 5:00 PM Monday through Friday. Route 30 connects Woodmere Road and Glenn Drive to City Hall and Folsom Prison. Figure 4.8-5 displays existing transit service within the study area.

The Folsom Stage Line dial-a-ride service is provided for senior citizens ages 55 and older, and residents with physical, developmental, or mental disabilities.

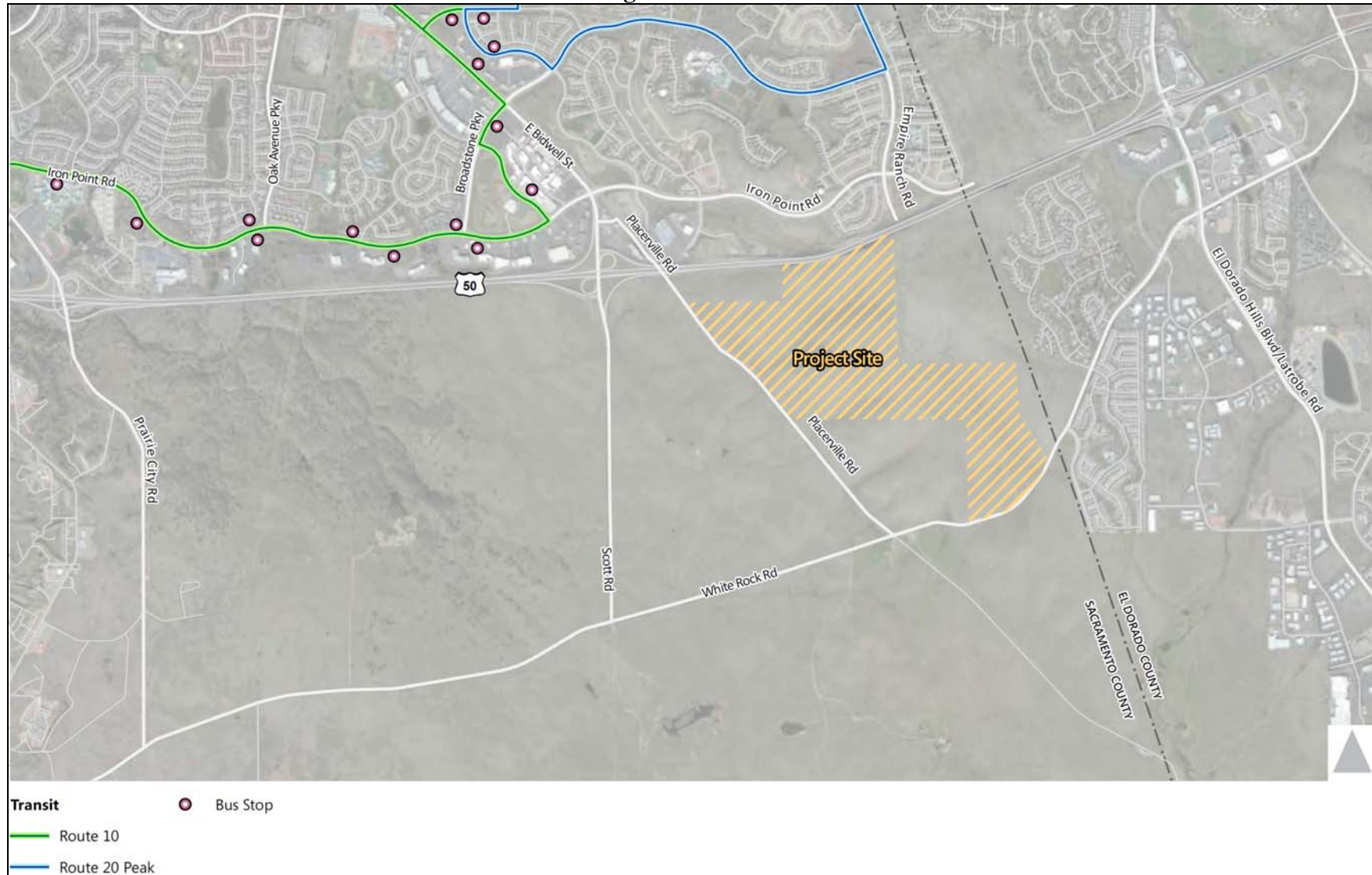
Sacramento RT provides bus and light rail service in the Sacramento region. The Gold Line Light Rail and RT bus Route 24 serve the City of Folsom. Light Rail service is provided seven days per week, including holidays. Bus service is provided Monday through Friday from 6:00 AM to 7:22 PM. Weekend and holiday service is not provided.

**Figure 4.8-4  
Existing Bicycle Network**



Source: Fehr & Peers, 2014.

**Figure 4.8-5  
Existing Transit Network**



Source: Fehr & Peers, 2014.

## **Rail Crossing**

An existing railroad line currently runs along the east side of Placerville Road and East Bidwell Street. The rail corridor is known as the Sacramento-Placerville Transportation Corridor (SPTC) and is owned by a Joint Powers Authority (JPA). The corridor has not been in commercial service for almost 30 years, with only intermittent use by a local rail preservation organization for maintenance or recreational train rides. Within the study area, the rail corridor crosses Broadstone Parkway just east of East Bidwell Street, Iron Point Road just east of East Bidwell Street, and White Rock Road just east of Placerville Road. Due to the inactive status, the crossing does not have any significant effects on vehicle traffic in the area.

### **4.8.3 REGULATORY SETTING**

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Existing transportation policies, laws, and regulations that would apply to the proposed project are summarized below and provide a context for the impact discussion related to the project's consistency with the applicable regulatory conditions.

#### **Federal Regulations**

The proposed project would not be subject to any known federal plans, policies, regulations, or laws related to transportation and circulation.

#### **State Regulations**

Caltrans is responsible for planning, designing, constructing, operating, and maintaining all State-owned roadways in Sacramento County. Federal highway standards are implemented in California by Caltrans. Any improvements or modifications to the State highway system within the City of Folsom need to be approved by Caltrans. The City of Folsom does not have the ability to unilaterally make improvements to the State highway system.

#### Guide for the Preparation of Traffic Impact Studies

Caltrans' *Guide for the Preparation of Traffic Impact Studies* provides guidance on the evaluation of traffic impacts to State highway facilities. The document outlines when a traffic impact study is needed and what should be included in the scope of the study.

#### Transportation Concept Report (US 50)

The *US Highway 50 Transportation Concept Report* is a long-range planning document that identifies existing route conditions and future needs, including existing and forecasted travel data and a concept LOS standard. The document addresses mobility needs over the next 20 years.

#### Corridor System Management Plan (US 50)

The Caltrans' *Highway 50 Corridor System Management Plan* contains the 20-year improvement concept for US 50 and forecasted LOS. For the segment of US 50 within the study

area (Folsom Boulevard to Sacramento/El Dorado County line), the ultimate facility concept is a 10-lane freeway with four mainline lanes and one HOV lane in either direction. The concept service level for US 50 is LOS F.

### Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act (SB 375), signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional greenhouse gas (GHG) reduction targets, and land use and housing allocations. SB 375 requires each metropolitan planning organization (MPO), such as the Sacramento Area Council of Governments (SACOG), to adopt a sustainable communities strategy (SCS) or alternative planning strategy that will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). The California Air Resources Board (CARB), in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. The reduction targets will be updated every eight years, but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or alternative planning strategy for consistency with its assigned targets.

### **Local Regulations**

#### 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 the preparation of, and updates to, the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the region and the corresponding Metropolitan Transportation Improvement Program (MTIP). The MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The MTIP identifies short-term projects (seven-year horizon) in more detail. The 2035 MTP/SCS was adopted by the SACOG board in 2012.

#### *Metropolitan Transportation Plan/Sustainable Communities Strategy*

The 2035 *Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)* is a long-range plan for transportation improvements in the region. The plan is based on projections for growth in population, housing, and jobs. SACOG determines the regional growth projections by evaluating baseline data (existing housing units and employees, jobs/housing ratio, and percent of regional growth share for housing units and employees), historic reference data (based upon five- and ten-year residential building permit averages and historic county-level employment statistics), capacity data (General Plan data for each jurisdiction), and current MTP data about assumptions used in the most recent MTP/SCS. SACOG staff then meets with each jurisdiction to discuss and incorporate more subjective considerations about planned growth for each area. Finally, SACOG makes a regional growth forecast for new homes and new jobs, based upon an economic analysis provided by a recognized expert in order to estimate regional growth



potential based on market analysis and related economic data. This growth forecast is then incorporated into the MTP/SCS.<sup>3</sup>

#### City of Folsom Capital Improvement Program

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 process. Included in the CIP is the capital budget, which represents 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.

#### Pedestrian Master Plan

The City of Folsom has an extensive network of sidewalks and off-street trails that benefit walkers, joggers, and cyclists. The City is currently updating the Pedestrian Master Plan, which is designed to identify existing benefits and disadvantages of the existing pedestrian transportation system and establish policies, objectives, and project priorities for improving the system.

#### City of Folsom General Plan

The current City of Folsom General Plan (January 1993) is in the process of being updated, with expected completion in the fall of 2015. The General Plan is "a long term policy guide for the physical, economic, and environmental growth of the City. It is comprised of goals, policies, and implementation programs which are based on an assessment of current and future needs and available resources." The following are applicable policies related to transportation, traffic, and circulation from the current Folsom General Plan. It should be noted, as shown below, Policy 17.17 specifies that the City will strive to achieve at least a LOS C throughout the City. The policy acknowledges that during buildout, temporarily worse LOS may occur where roadway improvements have not been adequately phased as development proceeds.

*Transportation and Circulation Element*

- Policy 17.14            The City shall require facilities for parking bicycles in accordance with the Zoning Code.
- Policy 17.15            The City shall review parking requirements to ensure that adequate off-street parking can be provided for new development projects.
- Policy 17.17            The City should strive to achieve at least a traffic Level of Service “C” throughout the City. During the course of Plan buildout it may occur that temporarily higher Level of Service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs.
- The City will work with the California Department of Transportation in planning for and funding freeway interchange improvements and additional interchanges along U.S. Highway 50. A specific study should be prepared by the City to determine the required phasing of construction of freeway and interchange improvements based upon buildout of land uses designated on the Plan Map.

Folsom Plan Area Specific Plan

The FPASP incorporates a number of objectives and policies intended to guide development of the circulation framework within the FPASP area, including the proposed project. The objectives and policies related to circulation are provided below.

*Circulation*

- Objective 7.1            Consistent with the California Completed Streets Act of 2008 and 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 vehicle miles traveled (VMT) through innovative site design and the inclusion of a regional transit corridor.
- Policy 7.1            The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the

majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.

Policy 7.2      Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.

Policy 7.3      The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.

Policy 7.4      Submit a General Plan Amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.

#### *Roadway Classification*

Objective 7.5      Provide multiple and direct street routing based on a traditional rectilinear both macro- and micro-level grid patterns of street in the Town Center, mixed use neighborhood centers, multi-family residential neighborhoods and single-family high density residential neighborhoods.

Objective 7.6      Limit street widths to the minimum required by the FMC and avoid backing homes on to low traffic volume collector streets.

Objective 7.7      Minimize the need for soundwalls by locating arterial and collector streets adjacent to open space, public facilities, and commercial uses where feasible.

Policy 7.5      A framework of arterial and collector roadways shall be developed that accommodate Plan Area traffic while accommodating through-traffic demands to adjoining city areas.

Policy 7.6      Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and class II bicycle lanes that encourage transportation choices within the Plan Area.



- Policy 7.7 Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered on low volume neighborhood streets as an alternative to four-way stops or where traffic signals will be required at project build-out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMP) may also be utilized in the Plan Area.
- Policy 7.8 Roadway improvements shall be constructed to coincide with the demands of new development, as required to satisfy City minimum level of service standards.

*Public Transit*

- Objective 7.8 Promote the use of public transit in the Plan Area by providing a safe, secure and cost effective transit system that provides frequent and convenient transit service to local and regional destinations.
- 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.
- Policy 7.9 Public transportation opportunities to, from, and within the Plan Area shall be coordinated with the City Public Works Transit Division and the Sacramento Regional Transit District (RT). Regional and local fixed and circulator bus routes through the Plan Area shall be an integral part of the overall circulation network to guarantee public transportation service to major destinations for employment, shopping, public institutions, multi-family housing and other land uses likely to attract public transit use.
- Policy 7.10 Consistent with the most recent update of the RT master plan and the Plan Area Master Transit Plan, a transit corridor shall be provided through the Plan Area for future regional 'Hi-Bus' service (refer to Figure 7.28 and the FPASP Transit Master Plan). Sufficient right-of-way shall be dedicated for the transit corridor as described in Subsection 7.3 and Figures 7.3, 7.4, 7.13, 7.14 & 7.19.
- Policy 7.11 Future transit bus stops and associated amenities shall be placed at key locations in the Plan Area according to the recommendation of the FPASP Transit Master Plan.

- Policy 7.12 Provide interim park-and-ride facilities for public transit use as shown in the FPASP Transit Master Plan.
- Policy 7.13 The City of Folsom shall participate with the El Dorado County Transportation Commission in an update of the “Folsom El Dorado Corridor Transit Strategy Final Report dated December 2005. The update shall include the Plan Area and Sacramento County.
- Policy 7.14 The City of Folsom shall participate with the Sacramento Area Council of Government in a revision of the City of Folsom Short-Range Transit Plan Update Final Report, dated September 2005. The update shall include the Plan Area.
- Policy 7.15 The Sacramento Regional Transit District (RT) “A Guide to Transit Oriented Development (TOD)” shall be used as a design guideline for subsequent project level approvals for all projects along the Plan Area transit corridor.

*Sidewalks, Trails, and Bikeways*

- 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 7.29 (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 7.17 Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail and bikeway connections, where appropriate.
- 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 7.19 Class I bike path and trail crossings of Alder Creek and intermittent drainages channels shall be minimized and located and designed to cause the least amount of disturbance to the creek environment.
- Policy 7.20 Per state and federal programs, safe routes to schools shall be identified and signed.
- 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.15 (of the FPASP).

#### El Dorado County General Plan

The current El Dorado County General Plan was adopted in July 2004 and serves as the “blueprint” for development within the County. The plan serves as the vehicle through which the “County addresses, balances, and fits together the competing interests and needs of its residents.” General Plan Circulation Policy TC-Xd specifies LOS standards for County facilities, and details flexible criteria dependent upon the character of the area. Within “Community Regions,” LOS E serves as the threshold, while a LOS D threshold applies within “Rural Centers” and “Rural Regions.”

#### **4.8.4 IMPACTS AND MITIGATION MEASURES**

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The standards of significance and methodology used in identifying project-specific and cumulative impacts are presented below. The standards are based on policies of the City of Folsom and other responsible agencies, including, but not limited to, SACOG and Caltrans. In addition, the methods used to analyze the impacts of the project on the roadway, bicycle, pedestrian, and transit systems are provided below. A discussion of the project’s impacts, as well as mitigation measures where necessary, is also presented.

## Standards of Significance

Policy 17.17 of the City of Folsom General Plan specifies that the City will strive to achieve at least an LOS C throughout the City. However, the FPASP adopted the standard of LOS D within the FPASP area. The policy acknowledges that during buildout, temporarily worse LOS may occur where roadway improvements have not been adequately phased as City-wide development proceeds. The current General Plan does not specifically provide thresholds of significance for intersection analysis; therefore, the following thresholds of significance are utilized for this analysis. Consistent with Appendix G of the CEQA Guidelines, the City's General Plan, and the FPASP, a significant impact would occur if the proposed project would result in any the following:

- Cause an intersection in Folsom (outside of the FPASP area) that currently operates (or is projected to operate) at LOS C or better to degrade to LOS D or worse.
- Cause an intersection within the FPASP area that currently operates (or is projected to operate) at LOS D or better to degrade to LOS E or worse.
- Increase the average delay by five seconds or more at an intersection in Folsom (outside of the FPASP area) that currently operates (or is projected to operate) at an unacceptable LOS D, E, or F.
- Increase the average delay by five seconds or more at an intersection in the FPASP area that currently operates (or is projected to operate) at an unacceptable LOS E or F.
- Add traffic to the US 50 freeway system (i.e., a ramp terminal intersection) that is already operating at LOS F.
- Increase the volume to capacity ratio by one percent or more on a freeway mainline segment that is operating at an unacceptable level (LOS F).
- Increase the density by 0.1 passenger cars per lane per mile or more on a freeway merge or diverge ramp that is operating at an unacceptable level (LOS F).
- 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.

El Dorado County General Plan Circulation Policy TC-Xd provides LOS standards for County-maintained roads and State highways. Thus, the three intersections and/or State highways within the study area that are located within El Dorado County (intersections 9, 10, and 13) are subject to the following El Dorado County General Plan LOS standards:

- LOS for County-maintained roads and State highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions, except as specified in Table TC-2. The volume to capacity ratio of the roadway segments listed in Table TC-2, as applicable, shall not exceed the ratio specified in that table.

- If a project causes the peak hour LOS or volume/capacity ratio on a county road or State highway that would otherwise meet the County standards (without the project) to the LOS threshold, then the impact shall be considered significant.
- If any county road or State highway fails to meet the above listed county standards for peak hour LOS or volume/capacity ratios under existing conditions, and the project will “significantly worsen” conditions on the road or highway, then the impact shall be considered significant. The term “significantly worsen” is defined for the purpose of the paragraph according to General Plan Policy TC-Xe as follows:
  - A) A two (2) percent increase in traffic during the AM peak hour, PM peak hour, or daily, OR
  - B) The addition of 100 or more daily trips, OR
  - C) The addition of 10 or more trips during the AM peak hour or the PM peak hour.

For the purposes of this analysis, intersections 9, 10, and 13 are considered to be located within a “Community Region” and, therefore, the LOS E threshold applies.

### **Method of Analysis**

The methodology used for the analysis within the TIS prepared for the proposed project by Fehr & Peers is discussed below.

### Study Area Determination

The study locations were selected based on the expected travel characteristics associated with the project (i.e., project location and amount of project trips), as well as the susceptibility of nearby intersections to increased traffic or changes in travel patterns due to implementation of the project. The study locations were submitted for review and approval by the City of Folsom Public Works Department staff prior to commencing the TIS.

### Analysis Scenarios

The following analysis scenarios are included in the analysis:

- **Existing Conditions:** presents operating conditions. Existing Conditions represents the baseline condition, upon which project impacts are evaluated.
- **Existing Plus Project Conditions:** evaluates the project-specific effects of the proposed project on existing conditions.
- **Cumulative (2035) No Project Conditions:** assumes buildout of the project site consistent with the land uses and infrastructure assumptions contained in the FPASP and the accompanying joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS) approved/certified by the City of Folsom in June 2011.
- **Cumulative (2035) Plus Project Conditions:** assumes buildout of the proposed project consistent with the land uses and infrastructure assumptions contained in the current development permit application submitted to the City of Folsom.

It should be noted that, as part of their comments on the project's NOP, Sacramento County requested that an analysis of a "Super Cumulative" condition be included in the EIR. The requested Super Cumulative condition was to include cumulative land use assumptions for the extended regional area, including four Jackson corridor development projects (West Jackson Highway Master Plan, Jackson Township Specific Plan, NewBridge Specific Plan, and Mather South Community Master Plan), Cordova Hills Special Planning Area, Kiefer Landfill Special Planning Area, three mining projects in the east county, Easton, and land use assumptions for the City of Rancho Cordova coordinated with the City. The SACOG Sacramento Regional Travel Demand Model (SACMET) was used to forecast cumulative (year 2035) traffic volumes, with 2035 being the current horizon year associated with the SACOG MTP. The model incorporates the current MTP and SCS, and includes reasonable foreseeable planned land use development and transportation infrastructure projects within City of Folsom as well as the surrounding six-county region for the year 2035, as authorized by CEQA Guidelines Section 15130(d). Buildout pursuant to the County's requested Super Cumulative condition would be maximum buildout of the entire region, which goes beyond the regionally adopted development forecast for the Sacramento region. CEQA requires that a cumulative impact analysis take into account past, present, and reasonably foreseeable future projects. Assuming a maximum buildout (i.e., all planned areas building out at their maximum land use designation capacity) is not a reasonably foreseeable future occurrence. Growth projections trends vary by jurisdiction, and while SACOG has not developed one overall rate for anticipated regional buildout, SACOG has estimated that between 2011 and 2035, 303,000 new homes and 361,000 new jobs will be added in the six-county SACOG region. After detailed analysis and computer modeling, SACOG estimated that "[r]egionally, 39 percent of the housing growth and 28 percent of the employment growth in 2035 is expected to occur by 2020."<sup>4</sup>

Specifically for the City of Folsom, SACOG's MTP/SCS forecasted 10,247 new housing units and 13,304 new jobs by 2035. The forecast also "assumes 52 percent of the 2035 housing growth will occur by 2020 and approximately 35 percent of the 2035 jobs will occur by 2020." Notably, not all of the aforementioned growth is projected to occur in the FPASP area, with only 65 percent of the City's new housing and 10 percent of the new employment growth forecast south of Highway 50.<sup>5</sup>

Therefore, in light of the aforementioned growth projections, the regional traffic demand model is considered to be based on empirical data analyzed by SACOG, as well as qualitative, experienced-based, reasonable assumptions about future growth. The maximum future development scenario that the County requests be assumed would not be a reasonably foreseeable scenario within the horizon year for cumulative conditions. CEQA does not require analysis of speculative future conditions (growth assumptions beyond those included in the current SACOG MTP and SCS), to avoid potentially skewing the projection of cumulative impacts and may mislead decision-makers and the public about future conditions. Therefore, the City, as lead agency, does not consider the Super Cumulative condition to be necessary for CEQA purposes; however, an analysis of traffic conditions under Super Cumulative conditions has been performed by Fehr & Peers strictly for informational purposes as a courtesy to the County. Because it is not considered to be a realistic, fact-based set of assumptions about future growth, this EIR does not base proposed cumulative traffic mitigation on the Super Cumulative condition and resulting impacts, but rather, the cumulative analysis uses the more likely

cumulative development model that is based on SACOG's MTP and SCS. The Super Cumulative analysis is included in Appendix I to this EIR.

### Intersections

All study intersections were analyzed using SimTraffic microsimulation software. SimTraffic applies the methodologies presented in the Transportation Research Board's *Highway Capacity Manual* (HCM) 2010.

#### *Signalized Intersections*

Traffic operations at signalized intersections were evaluated using the LOS method described in the 2010 HCM. A signalized intersection's LOS is based on the weighted average control delay measured in seconds per vehicle. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration.

#### *Unsignalized Intersections*

The 2010 HCM describes the method for evaluating LOS and delay at unsignalized (all-way stop controlled) intersections. LOS at unsignalized intersections is also defined by the average control delay per vehicle (measured in seconds). The control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. The average delay for the overall intersection is reported for all-way stop controlled intersections. The delay ranges for unsignalized intersections are lower than for signalized intersections, as drivers expect less delay at unsignalized intersections.

### Freeway Mainline and Ramps

Freeway mainline (basic sections) and on- and off-ramps (merge and diverge sections) were analyzed using the LOS methodologies described in the 2010 HCM.

### Existing Traffic Volumes

Morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM), mid-week, peak period intersection turning movement volumes were collected at the study intersections. Turning movement volumes were collected on November 5, 2013, March 11, 2014, and May 8, 2014. On all three days weather conditions were generally clear and nearby schools were in session. The raw traffic count data is provided in Appendix A of the TIS (see Appendix I to this EIR).

### Project Travel Forecasts

Trips associated with the proposed project were assigned to the transportation system using the following four-step process, applied using a modified version of the SACMET regional travel demand model, developed and maintained by SACOG:

1. Trip generation – Estimated the number of trips entering and exiting the project components based on planned land uses and connectivity variables.
2. Trip distribution – The approach and departure paths from the project site were forecasted.
3. Mode split – The proportion of trips using each travel mode (i.e., motor vehicle, transit, bicycle, and walk) was determined.
4. Trip assignment – Assigned trips generated by the proposed project to study area roadways, and applied a process known as “difference method,” which accounts for potential inaccuracies in the base year model.

The results of the above-listed process are described in further detail below.

### *Project Trip Generation*

To analyze potential transportation impacts associated with implementation of the proposed project, Fehr & Peers utilized a modified version of the SACMET regional travel demand model (base year MTP/SCS version) to forecast travel demand within the study area. The model accounts for project characteristics including mix of densities and neighborhood connectivity. The model is also sensitive to land use and demographic variables including mix of housing types, household size, and income levels. The model applies locally valid trip rates developed by SACOG and based upon household travel survey data collected in the Sacramento region. The project would contain the following trip-generating land uses:

- Single-Family Residential: 761 dwelling units
- Multi-Family Residential: 114 dwelling units

It should be noted that the proposed project is reducing the total number of units by 244 from what is currently adopted in the FPASP for the Russell Ranch property; therefore, reducing the total number of daily trips.

The above land uses and the proposed transportation network for the project were coded into the SACMET model. Table 4.8-6 summarizes the proposed project’s resulting trip generation estimate. As shown in the table, the project is estimated to generate over 8,000 daily trips with over 700 trips occurring during the AM and PM peak hours.

| <b>Table 4.8-6<br/>Project Trip Generation</b>  |  |                     |                     |              |                     |                     |
|---|--|---------------------|---------------------|--------------|---------------------|---------------------|
|   | <b>Trip Generation Rates Per Dwelling Unit</b> |                     |                     | <b>Trips</b> |                     |                     |
|   | <b>Daily</b>                                   | <b>AM Peak Hour</b> | <b>PM Peak Hour</b> | <b>Daily</b> | <b>AM Peak Hour</b> | <b>PM Peak Hour</b> |
| Total Project Trips   | 9.57   | 0.84                | 0.84                | 8,373        | 737                 | 735                 |
| Note: Trips estimated using output from the SACMET regional travel demand model (SACOG 2012). |  |                     |                     |              |                     |                     |
| Source: Fehr & Peers, 2014.   |  |                     |                     |              |                     |                     |



### *Project Trip Distribution and Mode Split*

The base year version of SACMET travel demand model was used to estimate the distribution of project trips for the Existing Plus Project scenario. In addition to forecasting the number of trips associated with the proposed project, as discussed previously, the model distributes inbound and outbound project trips onto the transportation network, and accounts for changes to travel patterns within the study area as a result of the project. The model also accounts for trips made by non-auto travel modes, including walking, bicycling, and transit based on the land use and transportation network characteristics of the study area.

### *Trip Assignment*

In accordance with the projected trip generation and distribution estimates, project trips were assigned to the transportation system using the SACMET model. In addition to roadways internal to the project site, implementation of the proposed project would include construction of the segment of Easton Valley Parkway located between Scott Road and Placerville Road. The trip assignment and resulting Existing Plus Project forecasts account for the construction of this roadway segment.

### Cumulative Traffic Forecasts

A modified version of the SACOG SACMET was used to forecast cumulative (year 2035) traffic volumes within the study area. The 2035 horizon year is the current horizon year associated with the SACOG MTP. The model was modified to include more detail including the addition of local roadways and disaggregation of land uses into smaller traffic analysis zones (TAZ). The additional detail provides a more accurate estimation of travel patterns within the study area. It should be noted that SACMET was current at the time the FPASP EIR/EIS was prepared in 2011; however, since that time, SACMET has been updated. As a result, the analysis included herein differs than what was included in the previously adopted FPASP EIR/EIS.

The version of the model used incorporates the current MTP and SCS, and includes planned land use development and transportation infrastructure projects within City of Folsom as well as the surrounding six-county region. The cumulative year forecasts account for full buildout of the FPASP, which includes the proposed project. The entire FPASP area is a 3,513-acre comprehensively planned community comprised of approximately 41 percent residential uses, 15 percent commercial/office uses, nine percent public/quasi-public uses, 30 percent open space, and five percent major circulation. The FPASP is permitted to have up to 10,210 residential units. The FPASP includes a network of four-to-six lane arterial roadways that would serve as “backbone” transportation facilities, including the portions of Empire Ranch Road and Easton Valley Parkway located within Russell Ranch.

The cumulative conditions analyses include all internal roadway improvements associated with the FPASP in addition to the following key projects that affect travel patterns within the study area:

- US 50/Empire Ranch Road Interchange – a new interchange on US 50 east of East Bidwell Street/Scott Road. The new interchange will cause a significant shift in traffic volumes from East Bidwell Street interchange to the Empire Ranch Road interchange (identified in the MTP as complete by year 2035).
- US 50/Oak Avenue Interchange – a new interchange on US 50 west of East Bidwell Street/Scott Road. The new interchange will cause a significant shift in traffic volumes from East Bidwell Street interchange to the Oak Avenue interchange (identified in the MTP as complete by year 2035).

#### *Cumulative Intersection Operations*

Cumulative conditions intersection delay and LOS were calculated for the study intersections using SimTraffic micro-simulation software. The technical calculations are provided in Appendix B of the TIS (see Appendix I to this EIR).

#### *Cumulative Freeway Operations*

Cumulative conditions freeway facility LOS was determined using HCM 2010 methodology. The technical calculations are provided in Appendix D of the TIS (see Appendix I to this EIR).

### **Project-Specific Impacts and Mitigation Measures**

The proposed project impacts on the transportation system are evaluated in this section based on the thresholds of significance and methodology described above. Each impact is followed by recommended mitigation to reduce the identified impacts, if needed.

#### **4.8-1 Short-term impacts related to construction activities. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.**

The approved FPASP included 380,061 square feet of commercial uses and 244 more residential units on the project site than the proposed project. Although the proposed project results in a reduction in the number of units and eliminates commercial development, the short-term impacts related to construction activities would remain similar. The temporary construction period for the proposed project would involve vehicle trips to and from the project site associated with the delivery of equipment and materials, as well as construction workers' vehicle trips. Heavy vehicles would access the site and may need to be staged for construction. The short-term construction activities could result in possible temporary lane closures, street closures, sidewalk closures, and bikeway closures. As a result, the transportation network near the site, including pedestrian and bicycle access in the vicinity of the project site, may be disrupted by construction activities of the proposed project. It should be noted, however, that access to all nearby parcels would be maintained during construction of the proposed project. Nonetheless, the temporary construction activities associated with the proposed project could result in degraded roadway operating conditions, and impacts would be considered *potentially significant*.

Project Specific Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

4.8-1 *Prior to the beginning of construction, the applicant shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by any affected agencies, if necessary. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include the following:*

- *Description of trucks including number and size of trucks per day, expected arrival/departure times, and truck circulation patterns.*
- *Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage.*
- *Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.*
- *Description of driveway access plan including provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

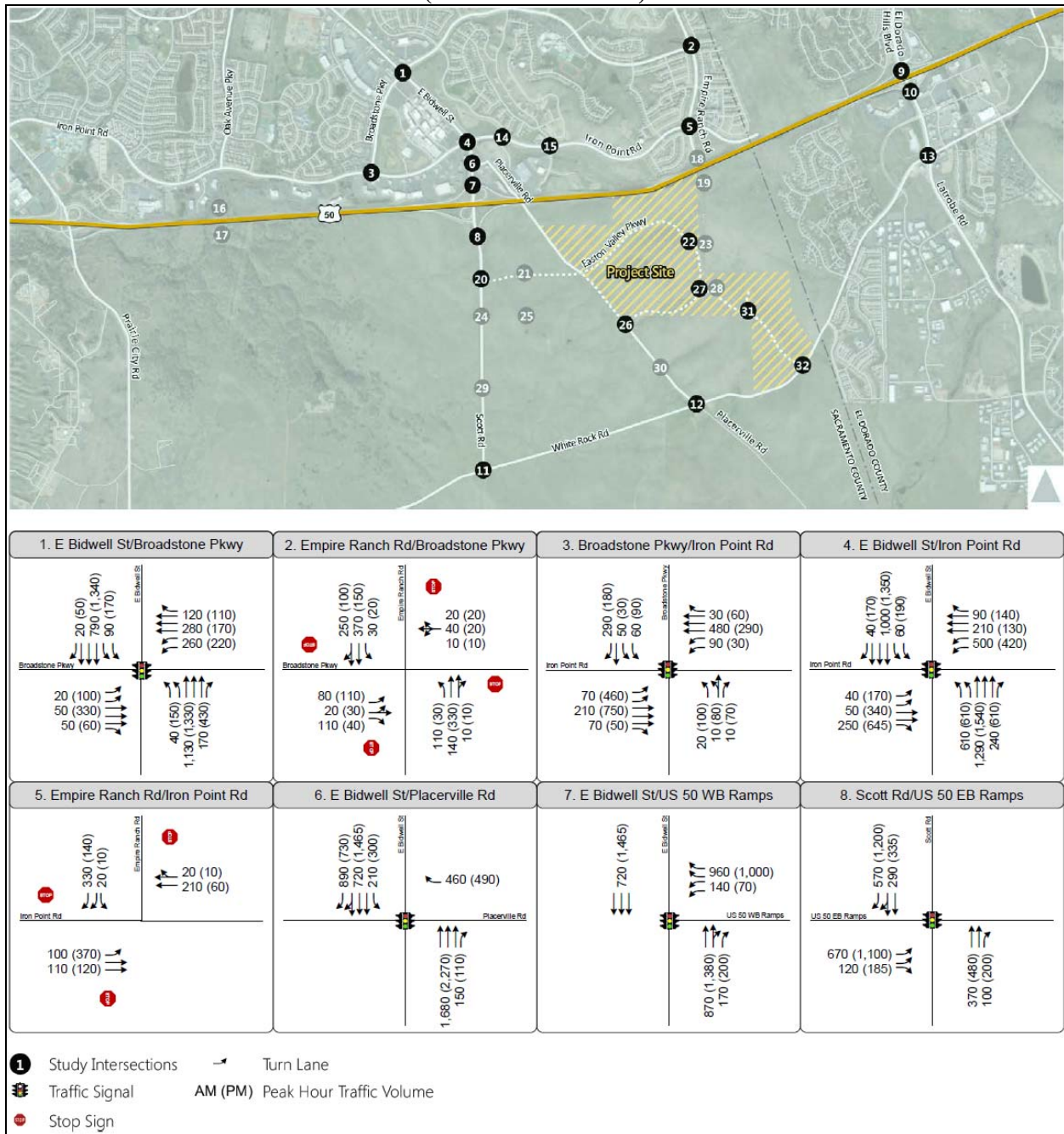
**4.8-2 Impacts to study intersections. Based on the analysis below, even with mitigation, the impact is *significant and unavoidable*.**

Based on the proposed project's projected trip generation and distribution estimates, the resulting Existing Plus Project traffic volumes at each of the study intersections have been assigned as shown in Figure 4.8-6 through Figure 4.8-9. The figures also shows the locations of key roadways that would be constructed as part of the project, including both internal roadways and the segment of Easton Valley Parkway located between Scott Road and Placerville Road. The Existing Plus Project LOS results at the study intersections are summarized in Table 4.8-7.

As shown in the table and discussed previously, the following intersections already operate at unacceptable levels under Existing conditions:

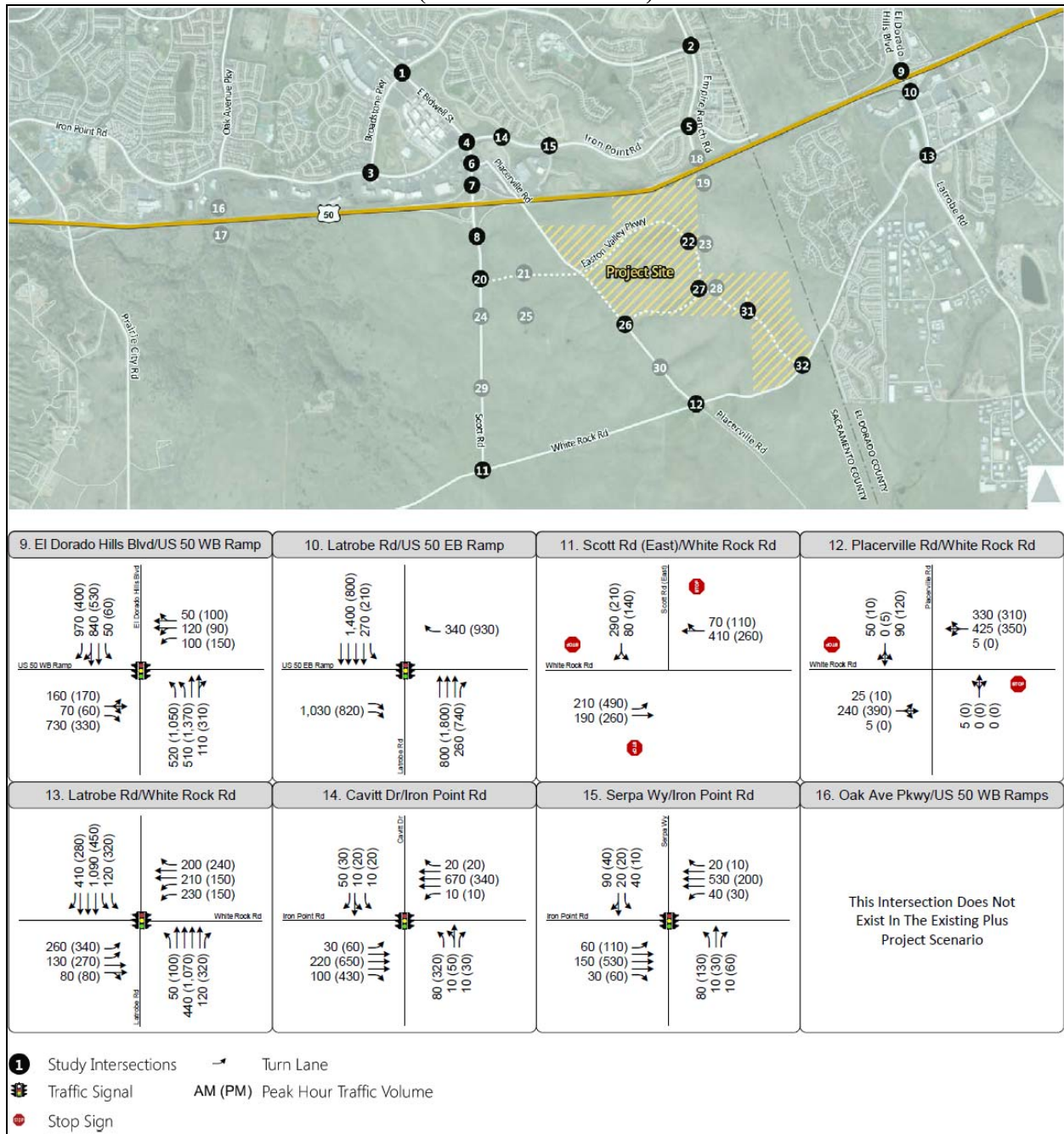
- East Bidwell Street/Iron Point Road (PM peak hour);
- White Rock Road/Scott Road (AM and PM peak hour); and
- White Rock Road/Placerville Road (PM peak hour).

**Figure 4.8-6**  
**Peak Hour Traffic Volumes and Lane Configurations – Existing Plus Project**  
**(Intersections 1 - 8)**



Source: Fehr & Peers, 2014.

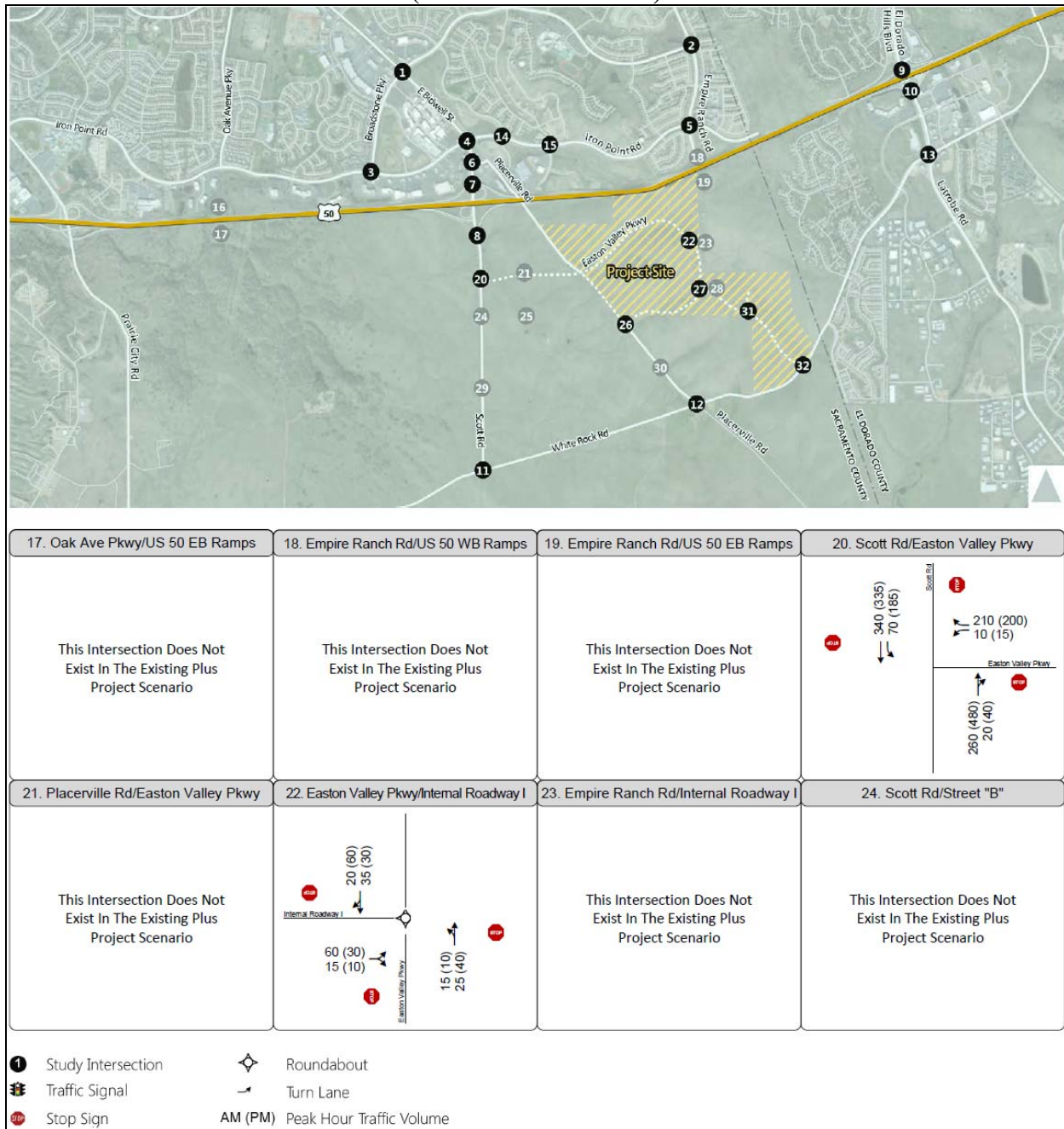
**Figure 4.8-7**  
**Peak Hour Traffic Volumes and Lane Configurations – Existing Plus Project**  
**(Intersections 9 - 16)**



Source: Fehr & Peers, 2014.

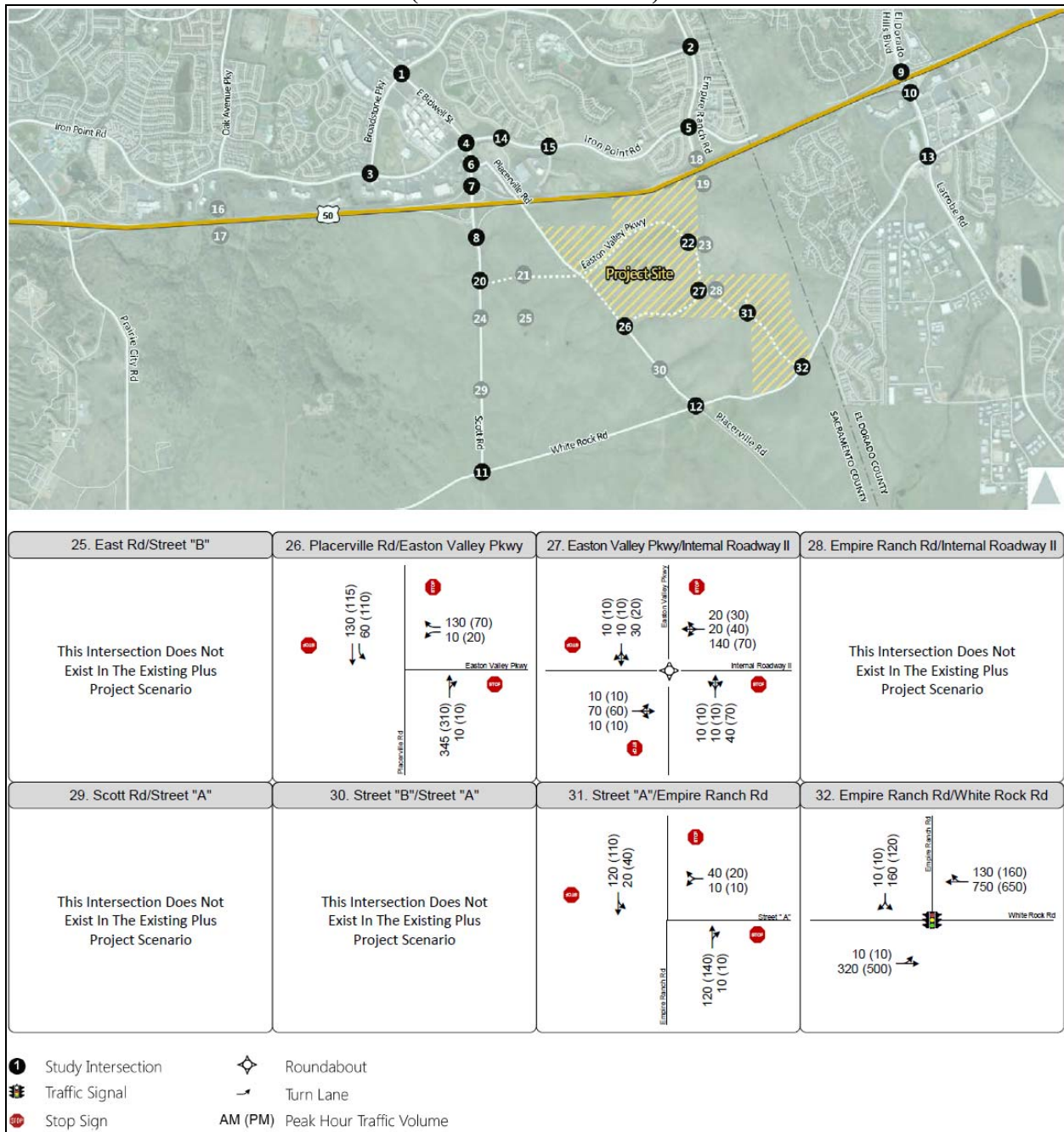


**Figure 4.8-8**  
**Peak Hour Traffic Volumes and Lane Configurations – Existing Plus Project**  
**(Intersections 17 - 24)**



Source: Fehr & Peers, 2014.

**Figure 4.8-9**  
**Peak Hour Traffic Volumes and Lane Configurations – Existing Plus Project**  
**(Intersections 25 - 32)**



Source: Fehr & Peers, 2014.

**Table 4.8-7  
Intersection LOS – Existing Plus Project Conditions**

| Intersection                                   | Control                  | Minimum<br>Acceptable<br>LOS | Existing           |          |                    |          | Existing Plus Project |          |                    |          |
|--|--------------------------|------------------------------|--------------------|----------|--------------------|----------|-----------------------|----------|--------------------|----------|
|  |                          |                              | AM Peak<br>Hour    |          | PM Peak<br>Hour    |          | AM Peak<br>Hour       |          | PM Peak<br>Hour    |          |
|  |                          |                              | Delay <sup>1</sup> | LOS      | Delay <sup>1</sup> | LOS      | Delay <sup>1</sup>    | LOS      | Delay <sup>1</sup> | LOS      |
| 1. Broadstone Parkway/ East Bidwell Street     | Traffic Signal           | C                            | 17                 | B        | 26                 | C        | 18                    | B        | 26                 | C        |
| 2. Empire Ranch Road/ Broadstone Parkway       | All-Way Stop Control     | C                            | 15                 | B        | 11                 | B        | 16                    | C        | 11                 | B        |
| 3. Broadstone Parkway/ Iron Point Road         | Traffic Signal           | C                            | 11                 | B        | 18                 | B        | 12                    | B        | 19                 | B        |
| 4. East Bidwell Street/ Iron Point Road        | Traffic Signal           | C                            | 30                 | C        | <b>52</b>          | <b>D</b> | 31                    | C        | <b>60</b>          | <b>E</b> |
| 5. Empire Ranch Road/ Iron Point Road          | All-Way Stop Control     | C                            | 10                 | A        | 14                 | B        | 10                    | A        | 14                 | B        |
| 6. East Bidwell Street/ Placerville Road       | Traffic Signal           | C                            | 14*                | B*       | 19*                | B*       | 18*                   | B*       | 23*                | C*       |
| 7. Scott Road/ US 50 Westbound Ramps           | Traffic Signal           | F                            | 11                 | B        | 23                 | C        | 12                    | B        | 24                 | C        |
| 8. Scott Road/ US 50 Eastbound Ramps           | Traffic Signal           | F                            | 7                  | A        | 8                  | A        | 7                     | A        | 9                  | A        |
| 9. El Dorado Hills Blvd./ US 50 Westbound Ramp | Traffic Signal           | E                            | 46                 | D        | 39                 | D        | 50                    | D        | 40                 | D        |
| 10. Latrobe Road/ US 50 Eastbound Ramp         | Traffic Signal           | E                            | 26*                | C*       | 10*                | A*       | 26*                   | C*       | 24*                | C*       |
| 11. White Rock Road/ Scott Road                | All-Way Stop Control     | D                            | <b>35</b>          | <b>E</b> | <b>35</b>          | <b>E</b> | <b>38</b>             | <b>E</b> | <b>36</b>          | <b>E</b> |
| 12. White Rock Road/ Placerville Road          | Side-Street Stop Control | D                            | 21                 | C        | 32                 | D        | 31                    | D        | <b>40</b>          | <b>E</b> |
| 13. Latrobe Road/ White Rock Road              | Traffic Signal           | E                            | 23                 | C        | 29                 | C        | 26                    | C        | 31                 | C        |
| 14. Cavitt Drive/ Iron Point Road              | Traffic Signal           | C                            | 9                  | A        | 15                 | B        | 10                    | B        | 15                 | B        |
| 15. Serpa Way/ Iron Point Road                 | Traffic Signal           | C                            | 14                 | B        | 14                 | B        | 15                    | B        | 15                 | B        |
| 20. Scott Road/ Easton Valley Parkway          | All-Way Stop Control     | D                            | N/A                | N/A      | N/A                | N/A      | 14                    | B        | 27                 | D        |
| 22. Easton Valley Parkway/ Internal Roadway I  | Roundabout               | D                            | N/A                | N/A      | N/A                | N/A      | 4                     | A        | 4                  | A        |
| 26. Placerville Road/ Easton Valley Parkway    | All-Way Stop Control     | D                            | N/A                | N/A      | N/A                | N/A      | 12                    | B        | 11                 | B        |

(Continued on next page)



**Table 4.8-7**  
**Intersection LOS – Existing Plus Project Conditions**

| Intersection                                   | Control              | Minimum Acceptable LOS | Existing           |     |                    |     | Existing Plus Project |     |                    |     |
|--|----------------------|------------------------|--------------------|-----|--------------------|-----|-----------------------|-----|--------------------|-----|
|  |                      |                        | AM Peak Hour       |     | PM Peak Hour       |     | AM Peak Hour          |     | PM Peak Hour       |     |
|  |                      |                        | Delay <sup>1</sup> | LOS | Delay <sup>1</sup> | LOS | Delay <sup>1</sup>    | LOS | Delay <sup>1</sup> | LOS |
| 27. Internal Roadway II/ Easton Valley Parkway | Roundabout           | D                      | N/A                | N/A | N/A                | N/A | 5                     | A   | 5                  | A   |
| 31. Empire Ranch Rd/ Street “A”                | All-Way Stop Control | D                      | N/A                | N/A | N/A                | N/A | 8                     | A   | 8                  | A   |
| 32. Empire Ranch Rd/ White Rock Rd             | Traffic Signal       | D                      | N/A                | N/A | N/A                | N/A | 9                     | A   | 7                  | A   |

Notes:

<sup>1</sup> For signalized and all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for the overall intersection. For side-street stop controlled intersections, the delay is reported in seconds per vehicle for the worst individual movement. All results are rounded to the nearest second.

\* HCM 2000 used to analyze this intersection because HCM 2010 methodology only supports strict NEMA phasing.

**Bold** indicates unacceptable operations.

**Bold** indicates significant impact.

Source: Fehr & Peers, 2014.

As shown in the table, the delay at the White Rock Road/Scott Road intersection would not increase by more than five seconds during either the AM or PM peak hour with implementation of the proposed project; thus, the project would not be considered to further exacerbate the LOS at the White Rock Road/Scott Road intersection. However, with implementation of the proposed project, the delay at the East Bidwell Street/Iron Point Road intersection would increase by more than five seconds during the PM peak hour. In addition, the White Rock Road/Placerville Road intersection would deteriorate from LOS D to unacceptable LOS E during the PM peak hour.

The approved FPASP included 380,061 square feet of commercial uses and 244 more residential units on the project site than the proposed project. Therefore, the proposed project would result in fewer daily trips and annual VMT than the approved FPASP. However, implementation of the proposed project would result in unacceptable LOS and delay at the East Bidwell Street/Iron Point Road and White Rock Road/Placerville Road intersections, which would be considered a *significant* impact. It should be noted that the proposed project would be required to comply with all applicable mitigation measures set forth in the FPASP EIR/EIS as presented below.

Project Specific Mitigation Measure(s)

Implementation of Mitigation Measure 4.8-2(a) below would improve the LOS at the East Bidwell Street/Iron Point Road intersection, and reduce delay to the existing conditions during the PM peak hour, which would reduce the impact at the East Bidwell Street/Iron Point Road intersection to a *less-than-significant* level:

- PM Peak Hour: Delay – 52 seconds/vehicle, LOS D

Implementation of Mitigation Measure 4.8-2(b) below would improve the LOS at the White Rock Road/Placerville Road intersection, which would be considered acceptable operations, and would, therefore, reduce the impact at the White Rock Road/Placerville Road intersection to a *less-than-significant* level:

- PM Peak Hour: Delay – 26 seconds/vehicle, LOS C

However, the improvement to the East Bidwell Street/Iron Point Road intersection may be infeasible due to right-of-way constraints and is not included in the current City of Folsom CIP. Therefore, impacts to the East Bidwell Street/Iron Point Road intersection would remain *significant and unavoidable*.

4.8-2(a) *Prior to issuance of a building permit, the project applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.*

4.8-2(b) *Prior to issuance of a building permit, the project applicant shall pay a fair share through the PFFP fee to the City of Folsom towards the*

*addition of a westbound right-turn lane to the White Rock Road/Placerville Road intersections.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

- 3A.15-1c:** *The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection. To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.*
- 3A.15-4d:** *The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection . To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.*
- 3A.15-4e:** *The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection. To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection.*
- 3A.15-4f:** *The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection. To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required:*
- *The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane.*
  - *The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane.*
  - *The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane.*
  - *The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane.*

*The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection.*

**4.8-3 Impacts to study freeway facilities. Based on the analysis below, even with mitigation, the impact is *significant and unavoidable*.**

The Existing Plus Project LOS results at the study freeway facilities are summarized in Table 4.8-8. The approved FPASP included 380,061 square feet of commercial uses and 244 more residential units on the project site than the proposed project. Therefore, the proposed project would result in fewer daily trips and annual VMT than the approved FPASP. However, as shown in the table and discussed previously, the eastbound Scott Road off-ramp already operates at LOS F during the PM peak hour under Existing conditions. The proposed project would increase the v/c ratio of the eastbound Scott Road off-ramp during the PM peak hour. As the proposed project would add traffic to freeway facilities that are currently over capacity, the project's increase in traffic would be considered to result in a *significant* impact to freeway facilities. It should be noted that the proposed project would be required to comply with all applicable mitigation measures set forth in the FPASP EIR/EIS as presented below.

Project Specific Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact. However, successful implementation of the recommended improvements to the US 50/Scott Road/East Bidwell Street interchange are under the jurisdiction of Caltrans, over which the City of Folsom has no control. As a result, the City of Folsom is conservatively acknowledging the possibility that, despite its own commitment to work with Caltrans, the City does not have control over the timing of construction of such improvements. Therefore, the above impact would be considered to remain *significant and unavoidable*. Consistent with CEQA Guidelines section 15091, subdivision (a)(2), the City of Folsom concludes that Caltrans can and should implement the mitigation.

4.8-3      *Prior to issuance of a building permit, the applicant shall pay the applicable CIP fee,<sup>6</sup> which includes a contribution toward the construction of auxiliary lanes on US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road, to the Community Development Department.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

**3A.15-1s:**      *Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road. To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee*

**Table 4.8-8  
Freeway LOS – Existing Plus Project Conditions**

| Direction | Location                                       | Facility Type | Existing Conditions    |                               |     |                        |                               |     | Existing Plus Project Conditions |                               |     |                        |                               |     |
|-----------|--|---------------|------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|----------------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|
|           |  |               | AM Peak Hour           |                               |     | PM Peak Hour           |                               |     | AM Peak Hour                     |                               |     | PM Peak Hour           |                               |     |
|           |  |               | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup>           | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS |
| Eastbound | US 50, West of Prairie City Road               | Basic         | 0.66                   | 23.9                          | C   | 0.80                   | 30.5                          | D   | 0.66                             | 24.0                          | C   | 0.80                   | 30.7                          | D   |
|           | Prairie City Road Off-Ramp                     | Diverge       | 0.75                   | 29.1                          | D   | 0.95                   | 36.7                          | E   | 0.76                             | 29.3                          | D   | 0.96                   | 36.8                          | E   |
|           | US 50 between Prairie City Road Ramps          | Basic         | 0.52                   | 18.9                          | C   | 0.72                   | 26.6                          | D   | 0.52                             | 18.7                          | C   | 0.73                   | 26.9                          | D   |
|           | Prairie City Road On-Ramp                      | Merge         | 0.54                   | 22.9                          | C   | 0.77                   | 31.1                          | D   | 0.53                             | 22.8                          | C   | 0.77                   | 31.3                          | D   |
|           | Prairie City Road On-Ramp II                   | Merge         | 0.58                   | 18.4                          | B   | 0.93                   | 30.9                          | D   | 0.57                             | 18.1                          | B   | 0.96                   | 31.8                          | D   |
|           | US 50, Prairie City Road to Scott Road         | Basic         | 0.47                   | 17.1                          | B   | 0.96                   | 41.3                          | E   | 0.47                             | 16.8                          | B   | 0.98                   | 43.5                          | E   |
|           | Scott Road Off-Ramp                            | Diverge       | 0.63                   | 14.5                          | B   | 1.00                   | -                             | F   | 0.62                             | 14.1                          | B   | 1.03                   | -                             | F   |
|           | US 50 between Scott Road Ramps                 | Basic         | 0.42                   | 15.3                          | B   | 0.65                   | 23.5                          | C   | 0.30                             | 10.9                          | A   | 0.65                   | 23.5                          | C   |
|           | Scott Road Loop On-Ramp                        | Merge         | 0.37                   | 13.3                          | B   | 0.61                   | 22.1                          | C   | 0.39                             | 14.1                          | B   | 0.61                   | 22.1                          | C   |
|           | Scott Road On-Ramp II                          | Merge         | 0.41                   | 11.2                          | B   | 0.69                   | 21.2                          | C   | 0.46                             | 12.7                          | B   | 0.70                   | 21.4                          | C   |
|           | US 50, Scott Road to Latrobe Road (Segment I)  | Basic         | 0.46                   | 16.5                          | B   | 0.76                   | 28.3                          | D   | 0.49                             | 17.8                          | B   | 0.76                   | 28.5                          | D   |
|           | US 50, Scott Road to Latrobe Road (Segment II) | Basic         | 0.40                   | 14.4                          | B   | 0.66                   | 24.0                          | C   | 0.43                             | 15.5                          | B   | 0.66                   | 24.2                          | C   |
|           | Latrobe Road Off-Ramp I                        | Diverge       | 0.50                   | 21.8                          | C   | 0.71                   | 29.9                          | D   | 0.53                             | 22.9                          | C   | 0.71                   | 30.0                          | D   |
|           | Latrobe Road Off-Ramp II                       | Diverge       | 0.29                   | 14.1                          | B   | 0.63                   | 26.7                          | C   | 0.33                             | 15.3                          | B   | 0.63                   | 26.7                          | C   |
|           | US 50 between Latrobe Road Ramps               | Basic         | 0.19                   | 6.8                           | A   | 0.42                   | 15.2                          | B   | 0.22                             | 7.9                           | A   | 0.42                   | 15.2                          | B   |
|           | Latrobe Road On-Ramp                           | Merge         | 0.24                   | 12.0                          | B   | 0.56                   | 23.2                          | C   | 0.27                             | 13.1                          | B   | 0.56                   | 23.3                          | C   |
|           | US 50, East of Latrobe Road                    | Basic         | 0.26                   | 9.3                           | A   | 0.58                   | 20.8                          | C   | 0.30                             | 10.7                          | A   | 0.58                   | 21.0                          | C   |

(Continued on next page)

**Table 4.8-8  
Freeway LOS – Existing Plus Project Conditions**

| Direction | Location   | Facility Type | Existing Conditions    |                               |     |                        |                               |     | Existing Plus Project Conditions |                               |     |                        |                               |     |
|-----------|--|---------------|------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|----------------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|
|           |  |               | AM Peak Hour           |                               |     | PM Peak Hour           |                               |     | AM Peak Hour                     |                               |     | PM Peak Hour           |                               |     |
|           |  |               | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup>           | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS |
| Westbound | US 50, East of El Dorado Hills Blvd.                             | Basic         | 0.86                   | 33.7                          | D   | 0.53                   | 19.3                          | C   | 0.86                             | 33.6                          | D   | 0.54                   | 19.5                          | C   |
|           | El Dorado Hills Blvd. Off-Ramp                                   | Diverge       | 0.88                   | 36.4                          | E   | 0.57                   | 24.7                          | C   | 0.88                             | 36.4                          | E   | 0.58                   | 24.9                          | C   |
|           | US 50 between El Dorado Hills Blvd. Ramps                        | Basic         | 0.62                   | 22.4                          | C   | 0.40                   | 14.5                          | B   | 0.61                             | 22.0                          | C   | 0.40                   | 14.5                          | B   |
|           | El Dorado Hills Blvd. On-Ramp                                    | Merge         | 0.99                   | 33.0                          | D   | 0.79                   | 25.9                          | C   | 1.00                             | 33.2                          | D   | 0.79                   | 26.0                          | C   |
|           | US 50, El Dorado Hills Blvd. to East Bidwell Street (Segment I)  | Basic         | 0.88                   | 35.6                          | E   | 0.71                   | 26.2                          | D   | 0.89                             | 35.8                          | E   | 0.72                   | 26.3                          | D   |
|           | US 50, El Dorado Hills Blvd. to East Bidwell Street (Segment II) | Basic         | 0.88                   | 35.6                          | E   | 0.71                   | 26.2                          | D   | 0.89                             | 35.8                          | E   | 0.72                   | 26.3                          | D   |
|           | East Bidwell Street Off-Ramp                                     | Diverge       | 0.96                   | 29.0                          | D   | 0.76                   | 21.5                          | C   | 0.96                             | 29.2                          | D   | 0.76                   | 21.6                          | C   |
|           | US 50 between East Bidwell Street Ramps                          | Basic         | 0.65                   | 23.7                          | C   | 0.46                   | 16.5                          | B   | 0.66                             | 23.8                          | C   | 0.46                   | 16.6                          | B   |
|           | East Bidwell Street Loop On-Ramp                                 | Merge         | 0.69                   | 28.2                          | D   | 0.48                   | 20.9                          | C   | 0.72                             | 29.2                          | D   | 0.51                   | 21.6                          | C   |
|           | East Bidwell Street On-Ramp II                                   | Merge         | 0.59                   | 21.2                          | C   | 0.42                   | 15.2                          | B   | 0.60                             | 21.8                          | C   | 0.43                   | 15.6                          | B   |
|           | US 50, East Bidwell Street to Prairie City Road                  | Basic         | 0.88                   | 35.3                          | E   | 0.53                   | 19.3                          | C   | 0.91                             | 37.2                          | E   | 0.55                   | 19.9                          | C   |
|           | Prairie City Road Off-Ramp                                       | Diverge       | 0.91                   | 37.5                          | E   | 0.66                   | 28.1                          | D   | 0.94                             | 38.6                          | E   | 0.68                   | 28.9                          | D   |
|           | US 50 between Prairie City Road Ramps                            | Basic         | 0.68                   | 25.0                          | C   | 0.55                   | 19.9                          | C   | 0.71                             | 26.1                          | D   | 0.57                   | 20.6                          | C   |
|           | Prairie City Road Loop On-Ramp                                   | Merge         | 0.71                   | 28.9                          | D   | 0.57                   | 24.1                          | C   | 0.73                             | 29.8                          | D   | 0.59                   | 24.8                          | C   |
|           | Prairie City Road On-Ramp II                                     | Merge         | 0.87                   | 28.1                          | D   | 0.76                   | 23.9                          | C   | 0.91                             | 29.3                          | D   | 0.78                   | 24.6                          | C   |
|           | US 50 west of Prairie City Road                                  | Weave         | 0.69                   | 25.1                          | C   | 0.65                   | 23.8                          | C   | 0.71                             | 26.2                          | D   | 0.67                   | 24.5                          | C   |

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**Table 4.8-8**  
**Freeway LOS – Existing Plus Project Conditions**

| Direction   | Location | Facility Type | Existing Conditions    |                               |     |                        |                               |     | Existing Plus Project Conditions |                               |     |                        |                               |     |
|---|----------|---------------|------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|----------------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|
|   |          |               | AM Peak Hour           |                               |     | PM Peak Hour           |                               |     | AM Peak Hour                     |                               |     | PM Peak Hour           |                               |     |
|   |          |               | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup>           | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS |
| Notes: Merge, Diverge, and Basic Segments were analyzed using HCM 2010 methodology. Weave segments were analyzed with the Leisch Method. Weave segments that fell outside of the realm of weaving were analyzed using the HCM 2010 methodology. |          |               |                        |                               |     |                        |                               |     |                                  |                               |     |                        |                               |     |
| <sup>1</sup> v/c ratio = volume-to-capacity ratio   |          |               |                        |                               |     |                        |                               |     |                                  |                               |     |                        |                               |     |
| <sup>2</sup> pcplpm = passenger cars per lane per mile  |          |               |                        |                               |     |                        |                               |     |                                  |                               |     |                        |                               |     |
| * Segment analyzed using Leisch Method (v/c ratio and pcplpm not provided).   |          |               |                        |                               |     |                        |                               |     |                                  |                               |     |                        |                               |     |
| ** Segment fell outside of the realm of weaving and was analyzed using HCM 2010 methodology.  |          |               |                        |                               |     |                        |                               |     |                                  |                               |     |                        |                               |     |
| Bold indicates unacceptable operations.   |          |               |                        |                               |     |                        |                               |     |                                  |                               |     |                        |                               |     |
| Shaded indicates significant impact.  |          |               |                        |                               |     |                        |                               |     |                                  |                               |     |                        |                               |     |
| Source: Fehr & Peers, 2014.   |          |               |                        |                               |     |                        |                               |     |                                  |                               |     |                        |                               |     |

*Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road.*

**3A.15-1u:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard.** To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard.*

**3A.15-1x:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge.** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge.*

**3A.15-1y:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge.** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge.*

**3A.15-1z:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave.** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to*



*Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave.*

- 3A.15-1aa:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge.** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge.*
- 3A.15-1dd:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge.** To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge.*
- 3A.15-1ee:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge.** To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge.*

**3A.15-1ff:** *Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge.* To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge.

**3A.15-1gg:** *Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge.* To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge.

**3A.15-4s:** *Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road.* To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.

*Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact.*

*The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road.*

**3A.15-4t:** *Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway.* To ensure that Eastbound US 50 operates at an acceptable LOS

*between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway.*

**3A.15-4u:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge.** To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge.*

**3A.15-4v:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave.** To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave.*

- 3A.15-4w:** *Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge.* To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge.
- 3A.15-4x:** *Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge.* To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge.
- 3A.15-4y:** *Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.* To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.

The City and Caltrans entered into a Memorandum of Understanding (MOU) Regarding Folsom Land Area Transportation Impact Mitigation Measures which provides that the City of Folsom will include funding for a fair share of the cost of improvements to alleviate traffic impacts on Highway 50 in an impact fee applicable to development in the FPASP. The project is required through the Amended and Restated Development Agreement to pay this fee. All mitigation measures included within the scope of the

MOU are itemized in Exhibit A to the MOU and will be included in the fee adopted by the City of Folsom. The MOU is on file with the City Clerk's office.

**4.8-4 Impacts on bicycle and pedestrian facilities. Based on the analysis below, the impact is *less than significant*.**

The City of Folsom has an extensive bicycle network on the north side of US 50. However, due to the undeveloped nature of the area, bicycle and pedestrian facilities are currently not provided within the immediate vicinity of the project site. The proposed project would construct curb, gutter, and sidewalk on all project roadways to facilitate any potential pedestrian demand. The curb, gutter, and sidewalk would be designed and constructed to meet City standards. In addition, as discussed in the Project Description chapter of this EIR, the proposed project includes pedestrian and non-motorized circulation and is conceptually consistent with the approved FPASP with the improved sidewalk system, Class I bicycle paths, and Class II bicycle lanes. Additional trail opportunities are proposed for the project that allow for recreation and connections to other plan-wide trails, and are also consistent with the approved FPASP and the Folsom Bikeway Master Plan.

The approved FPASP included 380,061 square feet of commercial uses and 244 more residential units on the project site than the proposed project. Therefore, the approved FPASP would generate a higher service population than the proposed project. Overall, the proposed project would not disrupt existing or planned bicycle/pedestrian facilities or create inconsistencies with any adopted plans, guidelines, policies, or standards related to bicycle or pedestrian systems. Therefore, the proposed project's impact on bicycle and pedestrian facilities is considered *less than significant*. It should be noted that the proposed project would be required to comply with all applicable mitigation measures set forth in the FPASP EIR/EIS, including 3A.15-2a.

Project Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

**3A.15-2a:** *Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or*

*commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections.*

*The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.*

**4.8-5 Impacts on the transit system. Based on the analysis below, the impact is *less than significant*.**

As discussed previously, the City of Folsom Transit Division provides transit services to the City of Folsom on the north side of US 50. However, due to the undeveloped nature of the area, transit facilities are currently not provided within the immediate vicinity of the project site. Per the FPASP Operational Air Quality Mitigation Plan (OAQMP), a transit corridor is required to be established for the FPASP that would link the town and neighborhood centers, the regional commercial center, and the proposed higher density residential and mixed-use areas of the community to a future off-site regional transit system that includes connections to the RT light rail system. The Transit Corridor shall serve as the backbone of the FPASP transit system to provide all residents with access to public transit. According to the FPASP OAQMP, the Transit Master Plan for the FPASP suggests six potential locations for transit stations, none of which are located within the proposed project boundaries. In addition, the approved FPASP included 380,061 square feet of commercial uses and 244 more residential units on the project site than the proposed project. Therefore, the approved FPASP would generate a higher service population than the proposed project. As a result, the proposed project would not disrupt existing or planned transit services or facilities, or create inconsistencies with any adopted plans, guidelines, policies or standards related to transit, and impacts would be considered *less than significant*.

Project Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**Cumulative Impacts and Mitigation Measures**

Cumulative impacts of the proposed project on the transportation system are identified in this section. The cumulative (year 2035) traffic forecasts incorporate the current MTP and SCS, and include planned land use development and transportation infrastructure projects within City of Folsom as well as the surrounding six-county region. The cumulative year forecasts account for

full buildout of the FPASP, which includes the proposed project. The cumulative conditions analyses include all internal roadway improvements associated with the FPASP in addition to key projects that affect travel patterns within the study area.

Figure 4.8-10 through Figure 4.8-13 display the Cumulative No Project traffic forecasts, which includes buildout of the project site consistent with the land uses and transportation infrastructure assumptions contained in the FPASP and the accompanying joint EIR/EIS approved/certified by the City of Folsom in June 2011. The map included on Figure 4.8-10 through Figure 4.8-13 indicates the alignment of major planned roadways throughout the FPASP (shown as dashed lines).

#### Cumulative Intersection Operations

Table 4.8-9 shows the Cumulative No Project conditions delay and LOS results at the study intersections. As shown in the table, the East Bidwell Street/Iron Point Road and the Empire Ranch/Iron Point Road intersections will operate with unacceptable LOS during the AM peak hour under cumulative conditions without implementation of the proposed project. During the PM peak hour, the Broadstone Parkway/East Bidwell Street, East Bidwell Street/Iron Point Road, East Bidwell Street/Placerville Road, Scott Road/Easton Valley Parkway, Easton Valley Parkway/Placerville Road, and the White Rock Road/Empire Ranch Road intersections will operate at unacceptable LOS under cumulative no project conditions.

#### Cumulative Freeway Operations

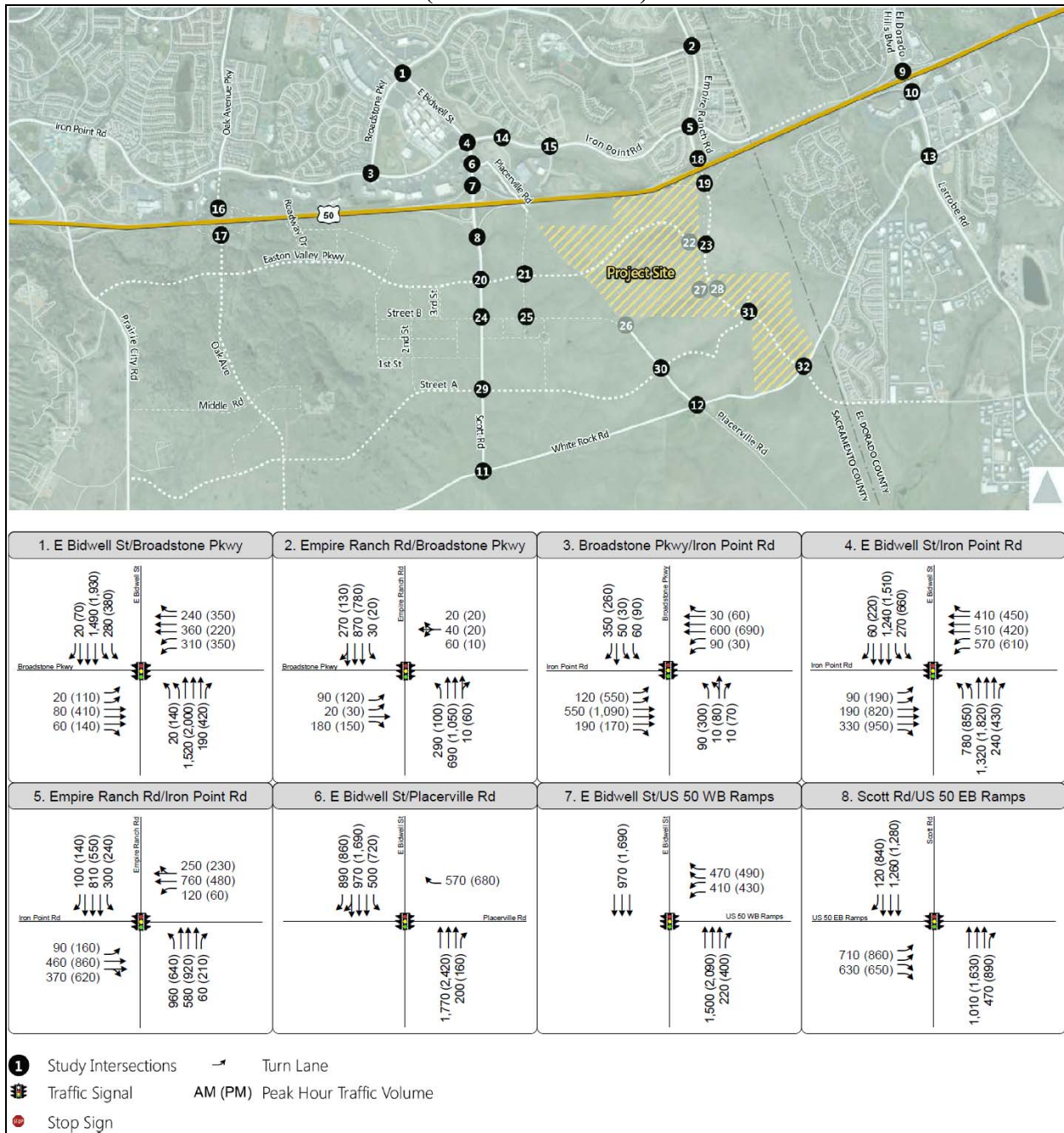
Table 4.8-10 shows the cumulative conditions LOS results for the study freeway facilities. As shown in the table, the eastbound segment of US 50 between the Prairie City Road Ramps and the eastbound Prairie City Road On-Ramp are expected to operate at LOS F during the AM peak hour. During the PM peak hour, the eastbound segment of US 50 between the Prairie City Road Ramps, the eastbound Prairie City Road On-Ramp, and the segment of US 50 between Prairie City Road and Oak Avenue are expected to operate at LOS F.

The Cumulative Plus Project scenario includes build-out of the proposed project consistent with the land uses and infrastructure assumptions contained in the current development permit application submitted to the City of Folsom. The project as currently proposed contains substantially lower levels of land use than the approved FPASP; therefore, the Cumulative Plus Project forecasts are generally lower than the Cumulative No Project forecasts. The Cumulative Plus Project forecasts also include the following additional transportation infrastructure project identified by the City of Folsom that would be implemented prior to year 2035:

- Placerville Road Closure at US 50 – Placerville Road will be closed to through motor vehicle traffic at the US 50 undercrossing.

Each cumulative impact is followed by recommended mitigation measures, where necessary, to reduce the significance of identified impacts.

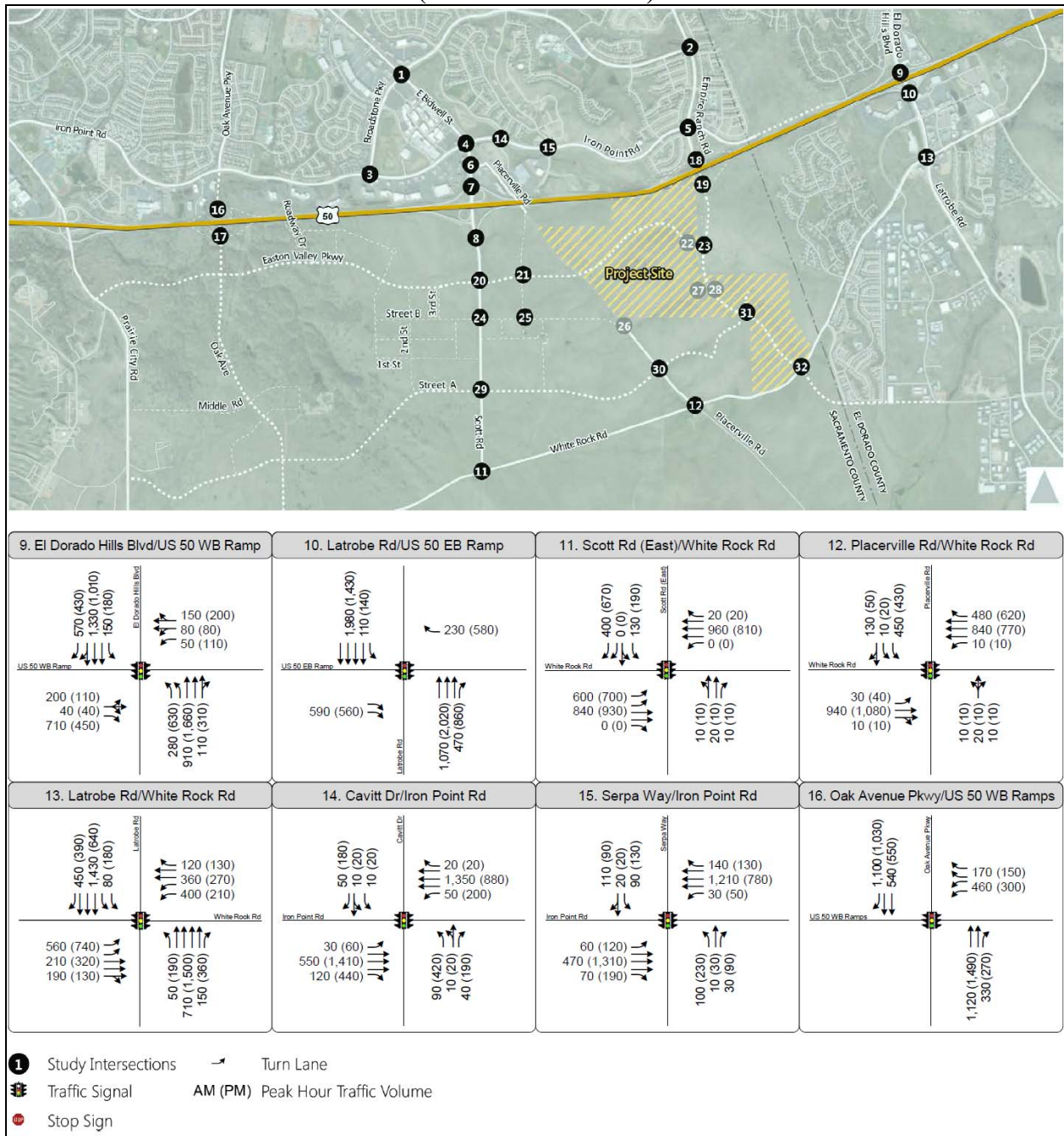
**Figure 4.8-10**  
**Peak Hour Traffic Volumes and Lane Configurations – Cumulative No Project**  
**(Intersections 1 - 8)**



Source: Fehr & Peers, 2014.

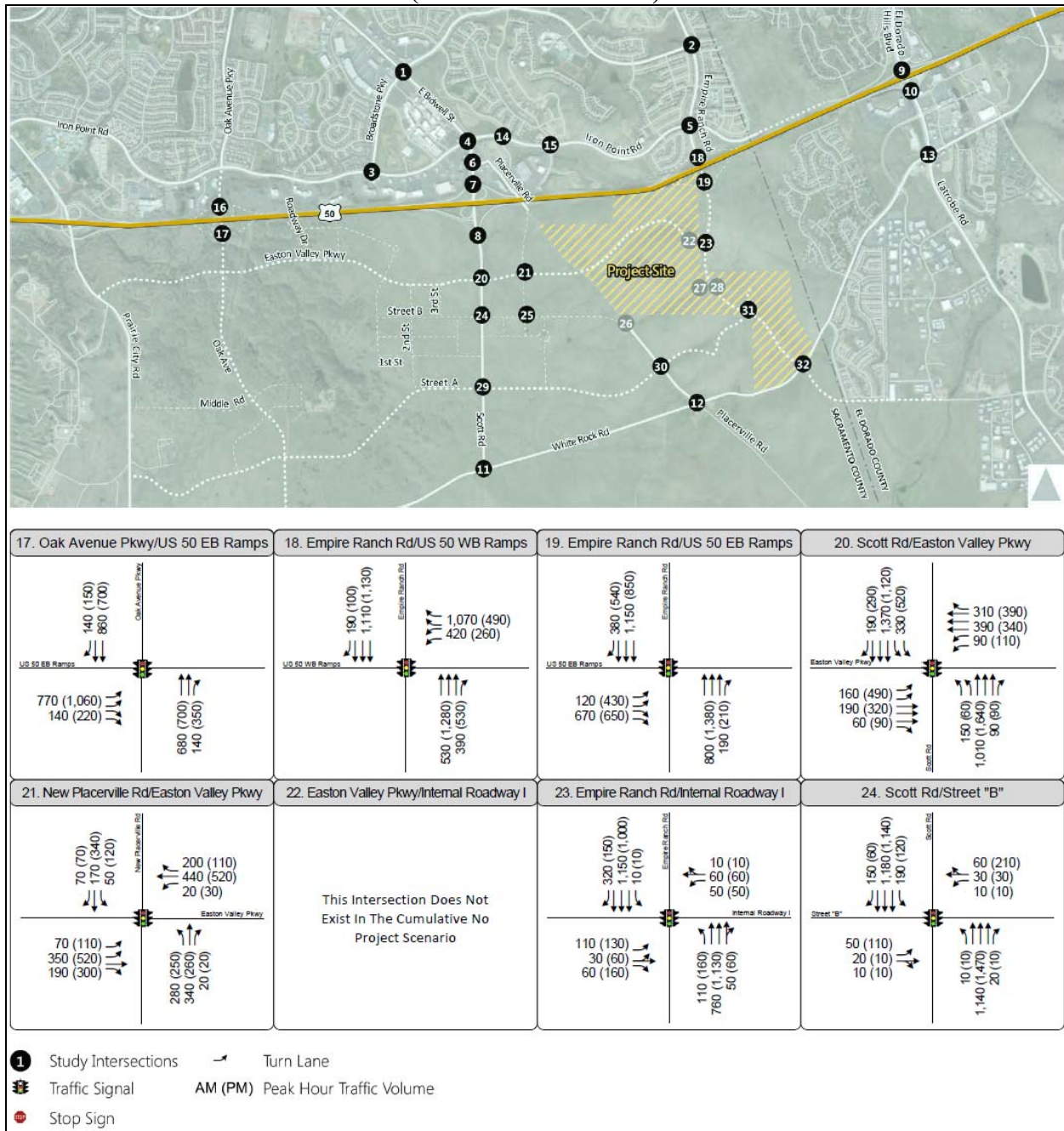


**Figure 4.8-11**  
**Peak Hour Traffic Volumes and Lane Configurations – Cumulative No Project**  
**(Intersections 9 - 16)**



Source: Fehr & Peers, 2014.

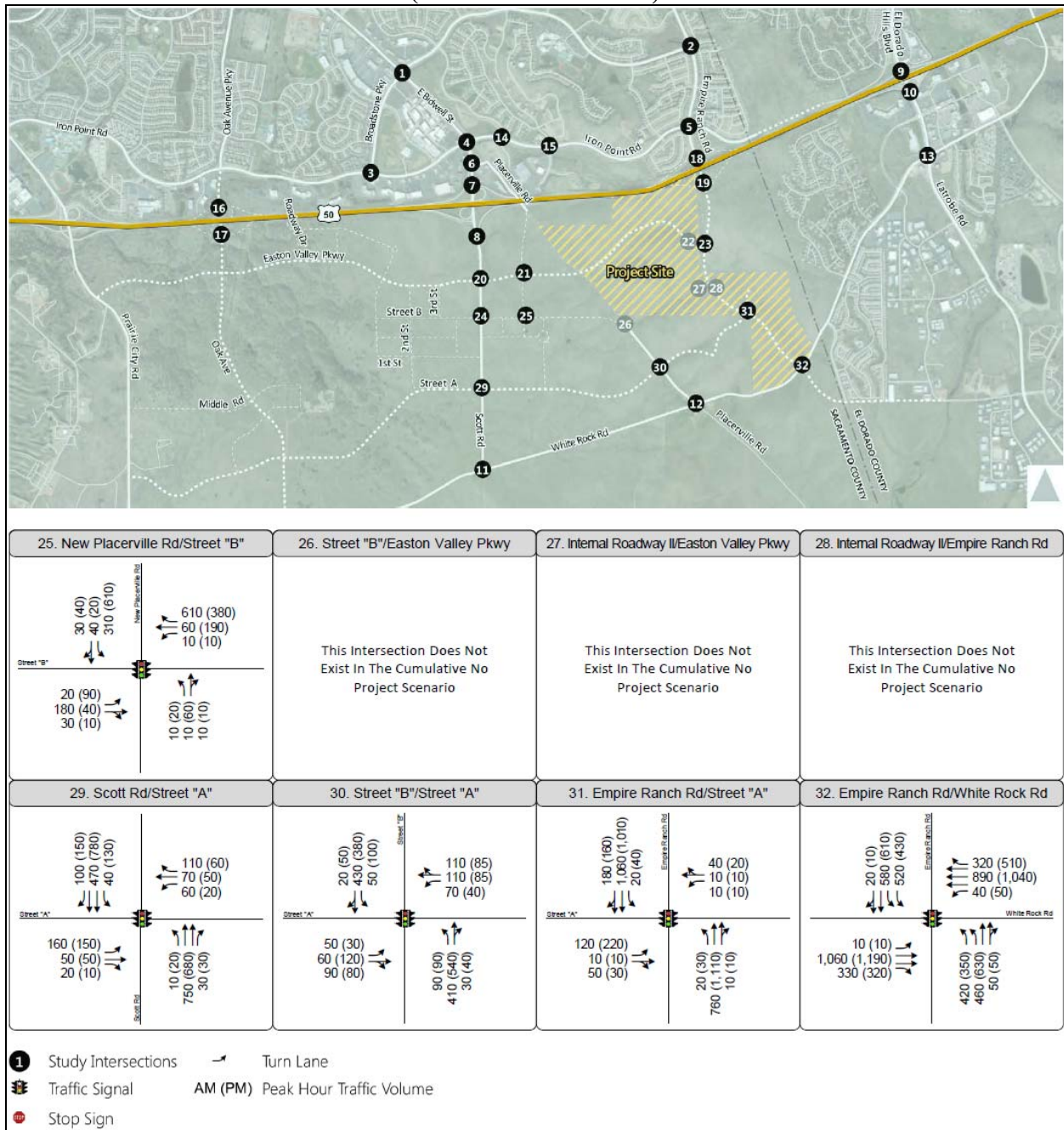
**Figure 4.8-12**  
**Peak Hour Traffic Volumes and Lane Configurations – Cumulative No Project**  
**(Intersections 17 - 24)**



Source: Fehr & Peers, 2014.



**Figure 4.8-13**  
**Peak Hour Traffic Volumes and Lane Configurations – Cumulative No Project**  
**(Intersections 25 - 32)**



Source: Fehr & Peers, 2014.

| <b>Table 4.8-9<br/>Intersection LOS – Cumulative No Project Conditions</b> |                          |   |                          |            |                          |            |
|--|--------------------------|---|--------------------------|------------|--------------------------|------------|
| <b>Intersection</b>  | <b>Control</b>           | <b>Minimum<br/>Acceptable<br/>LOS<sup>1</sup></b> | <b>AM Peak<br/>Hour</b>  |            | <b>PM Peak<br/>Hour</b>  |            |
|  |                          |   | <b>Delay<sup>1</sup></b> | <b>LOS</b> | <b>Delay<sup>1</sup></b> | <b>LOS</b> |
| 1. Broadstone Parkway/East Bidwell Street                                  | Traffic Signal           | C   | 25                       | C          | <b>42</b>                | <b>D</b>   |
| 2. Empire Ranch Road/Broadstone Parkway                                    | Traffic Signal           | C   | 16                       | B          | 11                       | B          |
| 3. Broadstone Parkway/Iron Point Road                                      | Traffic Signal           | C   | 13                       | B          | 24                       | C          |
| 4. East Bidwell Street/Iron Point Road                                     | Traffic Signal           | C   | <b>52</b>                | <b>D</b>   | <b>176</b>               | <b>F</b>   |
| 5. Empire Ranch Road/Iron Point Road                                       | Traffic Signal           | C   | <b>119</b>               | <b>F</b>   | <b>86</b>                | <b>F</b>   |
| 6. East Bidwell Street/Placerville Road                                    | Traffic Signal           | C   | 21*                      | C*         | <b>43*</b>               | <b>D*</b>  |
| 7. Scott Road/US 50 Westbound Ramps  | Traffic Signal           | F   | 7                        | A          | 11                       | B          |
| 8. Scott Road/US 50 Eastbound Ramps  | Traffic Signal           | F   | 10                       | A          | 11                       | B          |
| 9. El Dorado Hills Blvd./US 50 Westbound Ramp                              | Traffic Signal           | E   | 53                       | D          | 34                       | C          |
| 10. Latrobe Road/US 50 Eastbound Ramp                                      | Traffic Signal           | E   | 13*                      | B*         | 8*                       | A*         |
| 11. White Rock Road/Scott Road   | Traffic Signal           | D   | 16                       | B          | 17                       | B          |
| 12. White Rock Road/Placerville Road                                       | Traffic Signal           | D   | 15                       | B          | 16                       | B          |
| 13. Latrobe Road/White Rock Road   | Traffic Signal           | E   | 41                       | D          | 55                       | D          |
| 14. Cavitt Drive/Iron Point Road   | Traffic Signal           | C   | 10                       | B          | 23                       | C          |
| 15. Serpa Way/Iron Point Road  | Traffic Signal           | C   | 15                       | B          | 19                       | B          |
| 16. Oak Avenue Pkwy/US 50 Westbound Ramps                                  | Traffic Signal           | F   | 8                        | A          | 7                        | A          |
| 17. Oak Avenue Pkwy/US 50 Eastbound Ramps                                  | Traffic Signal           | F   | 9                        | A          | 10                       | B          |
| 18. Empire Ranch Road/US 50 Westbound Ramps                                | Traffic Signal           | F   | 12                       | B          | 7                        | A          |
| 19. Empire Ranch Road/US 50 Eastbound Ramps                                | Traffic Signal           | F   | 7                        | A          | 11                       | B          |
| 20. Scott Road/Easton Valley Pkwy  | Traffic Signal           | D   | 24                       | C          | 51                       | D          |
| 21. Easton Valley Pkwy/Placerville Road                                    | Traffic Signal           | D   | 24                       | C          | 37                       | D          |
| 22. Easton Valley Pkwy/Internal Roadway                                    | Roundabout               | D   | NA                       | NA         | NA                       | NA         |
| 23. Internal Roadway/Empire Ranch Road                                     | Traffic Signal           | D   | 14                       | B          | 15                       | B          |
| 24. Street “B”/Scott Road  | Traffic Signal           | D   | 12                       | B          | 18                       | B          |
| 25. East Road/Street “B”   | Traffic Signal           | D   | 15                       | B          | 25                       | C          |
| 26. Street “B”/Easton Valley Parkway                                       | Side-Street Stop Control | D   | NA                       | NA         | NA                       | NA         |
| 27. Internal Roadway II/Easton Valley Pkwy                                 | Roundabout               | D   | NA                       | NA         | NA                       | NA         |

(Continued on next page)

| Table 4.8-9<br>Intersection LOS – Cumulative No Project Conditions   |                |   |                    |     |                    |     |
|--|----------------|---|--------------------|-----|--------------------|-----|
| Intersection   | Control        | Minimum<br>Acceptable<br>LOS <sup>1</sup> | AM Peak<br>Hour    |     | PM Peak<br>Hour    |     |
|  |                |   | Delay <sup>1</sup> | LOS | Delay <sup>1</sup> | LOS |
| 28. Internal Roadway II/Empire Ranch Road  | Traffic Signal | D   | NA                 | NA  | NA                 | NA  |
| 29. Scott Road/Street “A”  | Traffic Signal | D   | 15                 | B   | 16                 | B   |
| 30. Street “A”/Street “B”  | Traffic Signal | D   | 18                 | B   | 20                 | C   |
| 31. Street “A”/Empire Ranch Road   | Traffic Signal | D   | 14                 | B   | 18                 | B   |
| 32. White Rock Road/Empire Ranch Road  | Traffic Signal | D   | 32                 | C   | 37                 | D   |
| Notes:<br><sup>1</sup> For signalized and all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for the overall intersection. For side-street stop controlled intersections, the delay is reported in seconds per vehicle for the worst individual movement. All results are rounded to the nearest second.<br>* HCM 2000 used to analyze this intersection because HCM 2010 methodology only supports strict NEMA phasing.<br><b>Bold</b> indicates unacceptable operations. |                |   |                    |     |                    |     |
| Source: Fehr & Peers, 2014.  |                |   |                    |     |                    |     |

**Table 4.8-10**  
**Freeway LOS – Cumulative No Project Conditions**

| Direction | Location  | Facility Type | AM Peak Hour           |                               |     | PM Peak Hour           |                               |     |
|-----------|---|---------------|------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|
|           |   |               | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS |
| Eastbound | US 50, Folsom Blvd. to Prairie City Road          | Weave         | 0.75**                 | 27.9**                        | D** | 0.79**                 | 30.1**                        | D** |
|           | US 50 between Prairie City Road Ramps             | Basic         | 1.01                   | -                             | F   | 1.01                   | -                             | F   |
|           | Prairie City Road On-Ramp                         | Merge         | 1.04                   | -                             | F   | 1.09                   | -                             | F   |
|           | US 50, Prairie City Road to Oak Ave.              | Weave         | NA*                    | NA*                           | D*  | NA*                    | NA*                           | F*  |
|           | US 50 between Oak Ave. Ramps                      | Basic         | 0.88                   | 35.2                          | E   | 0.94                   | 39.8                          | E   |
|           | Oak Ave. Loop On-Ramp                             | Merge         | 0.93                   | 36.9                          | E   | 1.00                   | 39.3                          | E   |
|           | US 50, Oak Ave. to Scott Road                     | Weave         | 0.63**                 | 22.6**                        | C** | NA*                    | NA*                           | D*  |
|           | US 50 between Scott Road Ramps                    | Basic         | 0.69                   | 25.1                          | C   | 0.74                   | 27.6                          | D   |
|           | Scott Road Loop On-Ramp                           | Merge         | 0.48                   | 17.2                          | B   | 0.62                   | 22.4                          | C   |
|           | US 50, Scott Road to Empire Ranch Rd              | Weave         | NA*                    | NA*                           | B*  | NA*                    | NA*                           | D*  |
|           | US 50 between Empire Ranch Road Ramps             | Basic         | 0.45                   | 16.3                          | B   | 0.57                   | 20.7                          | C   |
|           | Empire Ranch Road Loop On-Ramp                    | Merge         | 0.50                   | 21.2                          | C   | 0.64                   | 26.3                          | C   |
|           | US 50, Empire Ranch Road to Latrobe Road          | Weave         | 0.40**                 | 14.5**                        | B** | 0.50**                 | 18.1**                        | C** |
|           | Latrobe Road Off-Ramp II                          | Diverge       | 0.50                   | 21.8                          | C   | 0.65                   | 27.5                          | C   |
|           | US 50 between Latrobe Road Ramps                  | Basic         | 0.42                   | 15.0                          | B   | 0.53                   | 19.0                          | C   |
|           | US 50, Latrobe Road to White Rock                 | Weave         | 0.38**                 | 13.7**                        | B** | NA*                    | NA*                           | B*  |
| Westbound | US 50, Silva Valley Road to El Dorado Hills Blvd. | Weave         | NA*                    | NA*                           | B*  | 0.34**                 | 11.6**                        | B** |
|           | US 50 between El Dorado Hills Blvd. Ramps         | Basic         | 0.56                   | 19.3                          | C   | 0.39                   | 13.5                          | B   |
|           | US 50, El Dorado Hills Blvd. to Empire Ranch Road | Weave         | NA*                    | NA*                           | C*  | NA*                    | NA*                           | B*  |
|           | US 50 between Empire Ranch Road Ramps             | Basic         | 0.50                   | 17.3                          | B   | 0.46                   | 15.7                          | B   |
|           | Empire Ranch Road Loop On-Ramp                    | Merge         | 0.54                   | 22.9                          | C   | 0.54                   | 22.5                          | C   |
|           | US 50, Empire Ranch Road to East Bidwell Street   | Weave         | 0.43**                 | 14.6**                        | B** | 0.38**                 | 13.0**                        | B** |
|           | US 50 between East Bidwell Street Ramps           | Basic         | 0.65                   | 22.8                          | C   | 0.58                   | 20.2                          | C   |
|           | East Bidwell Street Loop On-Ramp                  | Merge         | 0.73                   | 29.7                          | D   | 0.70                   | 28.6                          | D   |
|           | US 50, East Bidwell Street to Oak Ave.            | Weave         | 0.59**                 | 20.5**                        | C   | 0.56**                 | 19.1**                        | C** |
|           | US 50 between Oak Ave. Ramps                      | Basic         | 0.74                   | 26.7                          | D   | 0.73                   | 26.6                          | D   |
|           | Oak Ave. Loop On-Ramp                             | Merge         | 0.85                   | 33.8                          | D   | 0.83                   | 33.2                          | D   |
|           | US 50, Oak Ave. to Prairie City Road              | Weave         | NA*                    | NA*                           | E*  | NA*                    | NA*                           | D*  |
|           | US 50 between Prairie City Road Ramps             | Basic         | 0.85                   | 33.2                          | D   | 0.87                   | 34.4                          | D   |

(Continued on next page)

**Table 4.8-10**  
**Freeway LOS – Cumulative No Project Conditions**

| Direction | Location                          | Facility Type | AM Peak Hour           |                               |     | PM Peak Hour           |                               |     |
|-----------|-----------------------------------|---------------|------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|
|           |                                   |               | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS |
|           | Prairie City Road Loop On-Ramp    | Merge         | 0.93                   | 36.8                          | E   | 0.92                   | 36.6                          | E   |
|           | Prairie City Road to Folsom Blvd. | Weave         | 0.63**                 | 21.8**                        | C** | 0.66**                 | 23.0**                        | C** |

Notes: Merge, Diverge, and Basic Segments were analyzed using HCM 2010 methodology. Weave segments were analyzed with the Leisch Method. Weave segments that fell outside of the realm of weaving were analyzed using the HCM 2010 methodology.

<sup>1</sup> v/c ratio = volume-to-capacity ratio

<sup>2</sup> pcplpm = passenger cars per lane per mile

\* Segment analyzed using Leisch Method (v/c ratio and pcplpm not provided).

\*\* Segment fell outside of the realm of weaving and was analyzed using HCM 2010 methodology.

**Bold** indicates unacceptable operations.

Source: Fehr & Peers, 2014.

**4.8-6 Cumulative impacts to study intersections. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.**

The approved FPASP included 380,061 square feet of commercial uses and 244 more residential units on the project site than the proposed project. Although the proposed project results in a reduction in the number of units and eliminates commercial development, the same cumulative setting would apply and the cumulative impacts to study intersections would remain similar. The proposed project would result in changes to traffic levels and travel patterns under cumulative conditions. Table 4.8-11 summarizes the Cumulative Plus Project LOS results at the study intersections. As shown in the table the proposed project would result in reduced LOS and/or delay at a number of intersections, including some that would operate at unacceptable levels under Cumulative No Project conditions. The project would increase delay and decrease LOS at the Empire Ranch Road/Iron Point Road intersection, but not significantly. However, the proposed project would cause the AM peak hour LOS at the Scott Road/Easton Valley Parkway intersection to degrade from LOS C to D.

In addition, the PM peak hour LOS at the Scott Road/Easton Valley Parkway intersection would be degraded from LOS D to LOS E and the proposed project would add more than five seconds of delay. The degradation at the Scott Road/Easton Valley Parkway intersection would result from the proposed project removing a portion of Placerville Road and reroute traffic west to Scott Road. Therefore, the project would contribute to a cumulative impact to the Scott Road/Easton Valley Parkway intersection under Cumulative Plus Project conditions, which would be considered a *potentially significant* impact.

Project Specific Mitigation Measure(s)

Implementation of the following mitigation measure would improve the LOS at the Scott Road/Easton Valley Parkway intersection to the following, and reduce the delay to within five seconds of Cumulative No Project conditions, which would reduce the impact at the Road/Easton Valley Parkway intersection to a *less-than-significant* level:

- PM Peak Hour: Delay – 54 seconds/vehicle, LOS D

4.8-6      *Prior to issuance of a building permit, the project applicant shall pay a fair share fee to the City of Folsom towards the addition of right of way and add a channelized westbound right-turn lane to the Scott Road/Easton Valley Parkway intersection.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*



**Table 4.8-11**  
**Intersection LOS – Cumulative Plus Project Conditions**

| Intersection                                   | Control        | Minimum Acceptable LOS | Cumulative No Project |          |                    |           | Cumulative Plus Project |          |                    |          |
|--|----------------|------------------------|-----------------------|----------|--------------------|-----------|-------------------------|----------|--------------------|----------|
|  |                |                        | AM Peak Hour          |          | PM Peak Hour       |           | AM Peak Hour            |          | PM Peak Hour       |          |
|  |                |                        | Delay <sup>1</sup>    | LOS      | Delay <sup>1</sup> | LOS       | Delay <sup>1</sup>      | LOS      | Delay <sup>1</sup> | LOS      |
| 1. Broadstone Parkway/ East Bidwell Street     | Traffic Signal | C                      | 25                    | C        | <b>42</b>          | <b>D</b>  | 23                      | C        | <b>41</b>          | <b>D</b> |
| 2. Empire Ranch Road/ Broadstone Parkway       | Traffic Signal | C                      | 16                    | B        | 11                 | B         | 16                      | B        | 11                 | B        |
| 3. Broadstone Parkway/ Iron Point Road         | Traffic Signal | C                      | 13                    | B        | 24                 | C         | 13                      | B        | 24                 | C        |
| 4. East Bidwell Street/ Iron Point Road        | Traffic Signal | C                      | <b>52</b>             | <b>D</b> | <b>176</b>         | <b>F</b>  | <b>49</b>               | <b>D</b> | <b>141</b>         | <b>F</b> |
| 5. Empire Ranch Road/ Iron Point Road          | Traffic Signal | C                      | <b>119</b>            | <b>F</b> | <b>86</b>          | <b>F</b>  | <b>122</b>              | <b>F</b> | <b>89</b>          | <b>F</b> |
| 6. East Bidwell Street/ Placerville Road       | Traffic Signal | C                      | 21*                   | C*       | <b>43*</b>         | <b>D*</b> | 10*                     | A*       | 16*                | B*       |
| 7. Scott Road/ US 50 Westbound Ramps           | Traffic Signal | F                      | 7                     | A        | 11                 | B         | 10                      | A        | 8                  | A        |
| 8. Scott Road/ US 50 Eastbound Ramps           | Traffic Signal | F                      | 10                    | A        | 11                 | B         | 15                      | B        | 11                 | B        |
| 9. El Dorado Hills Blvd./ US 50 Westbound Ramp | Traffic Signal | E                      | 53                    | D        | 34                 | C         | 39                      | D        | 34                 | C        |
| 10. Latrobe Road/ US 50 Eastbound Ramp         | Traffic Signal | E                      | 13*                   | B*       | 9*                 | A*        | 7*                      | A*       | 8*                 | A*       |
| 11. White Rock Road/ Scott Road                | Traffic Signal | D                      | 16                    | B        | 17                 | B         | 15                      | B        | 17                 | B        |
| 12. White Rock Road/ Placerville Road          | Traffic Signal | D                      | 15                    | B        | 16                 | B         | 15                      | B        | 16                 | B        |
| 13. Latrobe Road/ White Rock Road              | Traffic Signal | E                      | 41                    | D        | 55                 | D         | 40                      | D        | 56                 | E        |
| 14. Cavitt Drive/ Iron Point Road              | Traffic Signal | C                      | 10                    | B        | 23                 | C         | 10                      | A        | 23                 | C        |
| 15. Serpa Way/ Iron Point Road                 | Traffic Signal | C                      | 15                    | B        | 20                 | B         | 15                      | B        | 19                 | B        |
| 16. Oak Avenue Pkwy/ US 50 Westbound Ramps     | Traffic Signal | F                      | 8                     | A        | 7                  | A         | 8                       | A        | 7                  | A        |
| 17. Oak Avenue Pkwy/ US 50 Eastbound Ramps     | Traffic Signal | F                      | 9                     | A        | 10                 | B         | 9                       | A        | 10                 | B        |
| 18. Empire Ranch Road/ US 50 Westbound Ramps   | Traffic Signal | F                      | 12                    | B        | 7                  | A         | 12                      | B        | 9                  | A        |
| 19. Empire Ranch Road/ US 50 Eastbound Ramps   | Traffic Signal | F                      | 7                     | A        | 11                 | B         | 7                       | A        | 11                 | B        |
| 20. Scott Road/Easton Valley Pkwy              | Traffic Signal | D                      | 24                    | C        | 51                 | D         | 41                      | D        | <b>80</b>          | <b>E</b> |
| 21. Easton Valley Pkwy/ Placerville Road       | Traffic Signal | D                      | 24                    | C        | 37                 | D         | 33                      | C        | 25                 | C        |

(Continued on next page)

**Table 4.8-11**  
**Intersection LOS – Cumulative Plus Project Conditions**

| Intersection                                | Control                  | Minimum Acceptable LOS | Cumulative No Project |     |                    |     | Cumulative Plus Project |     |                    |     |
|---|--------------------------|------------------------|-----------------------|-----|--------------------|-----|-------------------------|-----|--------------------|-----|
|   |                          |                        | AM Peak Hour          |     | PM Peak Hour       |     | AM Peak Hour            |     | PM Peak Hour       |     |
|   |                          |                        | Delay <sup>1</sup>    | LOS | Delay <sup>1</sup> | LOS | Delay <sup>1</sup>      | LOS | Delay <sup>1</sup> | LOS |
| 22. Easton Valley Pkwy/ Internal Roadway I  | Roundabout               | D                      | NA                    | NA  | NA                 | NA  | 7                       | A   | 6                  | A   |
| 23. Internal Roadway I/ Empire Ranch Road   | Traffic Signal           | D                      | 13                    | B   | 15                 | B   | 11                      | B   | 13                 | B   |
| 24. Street “B”/ Scott Road                  | Traffic Signal           | D                      | 12                    | B   | 18                 | B   | 12                      | B   | 15                 | B   |
| 25. East Road/ Street “B”                   | Traffic Signal           | D                      | 15                    | B   | 25                 | C   | 15                      | B   | 21                 | C   |
| 26. Street “B”/ Easton Valley Parkway       | Side-Street Stop Control | D                      | NA                    | NA  | NA                 | NA  | 21                      | C   | 24                 | C   |
| 27. Internal Roadway II/ Easton Valley Pkwy | Roundabout               | D                      | NA                    | NA  | NA                 | NA  | 5                       | A   | 4                  | A   |
| 28. Internal Roadway II/ Empire Ranch Road  | Traffic Signal           | D                      | NA                    | NA  | NA                 | NA  | 3                       | A   | 3                  | A   |
| 29. Scott Road/ Street “A”                  | Traffic Signal           | D                      | 14                    | B   | 16                 | B   | 14                      | B   | 14                 | B   |
| 30. Street “A”/ Street “B”                  | Traffic Signal           | D                      | 17                    | B   | 20                 | C   | 19                      | B   | 19                 | B   |
| 31. Street “A”/ Empire Ranch Road           | Traffic Signal           | D                      | 18                    | B   | 18                 | B   | 13                      | B   | 16                 | B   |
| 32. White Rock Road/ Empire Ranch Road      | Traffic Signal           | D                      | 32                    | C   | 37                 | D   | 31                      | C   | 35                 | C   |

Notes:

<sup>1</sup> For signalized and all-way stop controlled intersections, average intersection delay is reported in seconds per vehicle for the overall intersection. For side-street stop controlled intersections, the delay is reported in seconds per vehicle for the worst individual movement. All results are rounded to the nearest second.

\* HCM 2000 used to analyze this intersection because HCM 2010 methodology only supports strict NEMA phasing.

**Bold** indicates unacceptable operations.

**Bold** indicates significant impact.

Source: Fehr & Peers, 2014.

**4.8-7 Cumulative impacts to study freeway facilities. Based on the analysis below, the impact is *less than significant*.**

The approved FPASP included 380,061 square feet of commercial uses and 244 more residential units on the project site than the proposed project. Although the proposed project results in a reduction in the number of units and eliminates commercial development, the same cumulative setting would apply and the cumulative impacts to study freeway facilities would remain similar. The Cumulative Plus Project LOS results for the study freeway facilities are present in Table 4.8-12. As shown in the table, the proposed project would reduce traffic on segments of the freeway that are expected to operate at LOS F under Cumulative No Project conditions. The eastbound portion of US 50 between the Prairie City Road Ramps, the eastbound Prairie City Road On-Ramp, and the segment of US 50 between Prairie City Road and Oak Avenue are still forecast to operate at unacceptable LOS F, but the proposed project would not add significant traffic to the aforementioned sections due to the reduction in land use and associated trips as compared to the FPASP approved land uses.

Therefore, the proposed project's cumulative impacts to study freeway facilities would be considered *less than significant*.

Project Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.8-8 Cumulative impacts to bicycle and pedestrian facilities. Based on the analysis below, the impact is *less than significant*.**

The approved FPASP included 380,061 square feet of commercial uses and 244 more residential units on the project site than the proposed project. Although the proposed project results in a reduction in the number of units and eliminates commercial development, the same cumulative setting would apply and the cumulative impacts to bicycle and pedestrian facilities would remain similar. As discussed previously, the proposed project includes pedestrian and non-motorized circulation and is conceptually consistent with the approved FPASP with the improved sidewalk system, Class I bicycle paths, and Class II bicycle lanes (see Figure 4.8-14). Additional trail opportunities are proposed for the project that allow for recreation and connections to other plan-wide trails, and are also consistent with the approved FPASP and the Folsom Bikeway Master Plan. In addition, the project would construct curb, gutter, and sidewalk on all project roadways, designed and constructed to meet City standards, to facilitate any potential pedestrian demand.

**Table 4.8-12**  
**Freeway LOS – Cumulative Plus Project Conditions**

| Direction | Location                                 | Facility Type | Cumulative No Project  |                               |     |                        |                               |     | Cumulative Plus Project |                               |     |                        |                               |     |
|-----------|--|---------------|------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|-------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|
|           |  |               | AM Peak Hour           |                               |     | PM Peak Hour           |                               |     | AM Peak Hour            |                               |     | PM Peak Hour           |                               |     |
|           |  |               | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup>  | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS |
| Eastbound | US 50, Folsom Blvd. to Prairie City Road | Weave         | 0.75**                 | 27.9**                        | D   | 0.79**                 | 30.1**                        | D   | 0.74**                  | 27.56**                       | D   | 0.79**                 | 29.9**                        | D   |
|           | US 50 between Prairie City Road Ramps    | Basic         | 1.01                   | -                             | F   | 1.01                   | -                             | F   | 1.00                    | 44.9                          | E   | 1.00                   | -                             | F   |
|           | Prairie City Road On-Ramp                | Merge         | 1.04                   | -                             | F   | 1.09                   | -                             | F   | 1.03                    | -                             | F   | 1.09                   | -                             | F   |
|           | US 50, Prairie City Road to Oak Ave.     | Weave         | NA*                    | NA*                           | D   | NA*                    | NA*                           | F   | NA*                     | NA*                           | D   | NA*                    | NA*                           | F   |
|           | US 50 between Oak Ave. Ramps             | Basic         | 0.88                   | 35.2                          | E   | 0.94                   | 39.8                          | E   | 0.87                    | 34.6                          | D   | 0.93                   | 39.1                          | E   |
|           | Oak Ave. Loop On-Ramp                    | Merge         | 0.93                   | 36.9                          | E   | 1.00                   | 39.3                          | E   | 0.92                    | 36.6                          | E   | 0.99                   | 39.1                          | E   |
|           | US 50, Oak Ave. to Scott Road            | Weave         | 0.63**                 | 22.6 **                       | C   | NA*                    | NA*                           | D   | 0.62**                  | 22.4**                        | C   | NA*                    | NA*                           | D   |
|           | US 50 between Scott Road Ramps           | Basic         | 0.69                   | 25.1                          | C   | 0.74                   | 27.6                          | D   | 0.66                    | 24.0                          | C   | 0.74                   | 27.6                          | D   |
|           | Scott Road Loop On-Ramp                  | Merge         | 0.48                   | 17.2                          | B   | 0.62                   | 22.4                          | C   | 0.46                    | 16.6                          | B   | 0.62                   | 22.4                          | C   |
|           | US 50, Scott Road to Empire Ranch Rd     | Weave         | NA*                    | NA*                           | B   | NA*                    | NA*                           | D   | 0.41**                  | 14.7**                        | B   | NA*                    | NA*                           | D   |
|           | US 50 between Empire Ranch Road Ramps    | Basic         | 0.45                   | 16.3                          | B   | 0.57                   | 20.7                          | C   | 0.44                    | 16.0                          | B   | 0.58                   | 20.9                          | C   |
|           | Empire Ranch Road Loop On-Ramp           | Merge         | 0.50                   | 21.2                          | C   | 0.64                   | 26.3                          | C   | 0.49                    | 21.0                          | C   | 0.65                   | 26.7                          | C   |
|           | US 50, Empire Ranch Road to Latrobe Road | Weave         | 0.40**                 | 14.5**                        | B   | 0.50**                 | 18.1**                        | C   | 0.39**                  | 14.2**                        | B   | 0.50**                 | 18.1**                        | C   |
|           | Latrobe Road Off-Ramp II                 | Diverge       | 0.50                   | 21.8                          | C   | 0.65                   | 27.5                          | C   | 0.49                    | 21.4                          | C   | 0.65                   | 27.5                          | C   |
|           | US 50 between Latrobe Road Ramps         | Basic         | 0.42                   | 15.0                          | B   | 0.53                   | 19.0                          | C   | 0.41                    | 14.7                          | B   | 0.53                   | 19.1                          | C   |

(Continued on next page)

**Table 4.8-12**  
**Freeway LOS – Cumulative Plus Project Conditions**

| Direction | Location  | Facility Type | Cumulative No Project  |                               |     |                        |                               |     | Cumulative Plus Project |                               |     |                        |                               |     |
|-----------|---|---------------|------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|-------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|
|           |   |               | AM Peak Hour           |                               |     | PM Peak Hour           |                               |     | AM Peak Hour            |                               |     | PM Peak Hour           |                               |     |
|           |   |               | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup>  | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS |
|           | US 50, Latrobe Road to White Rock                 | Weave         | 0.38**                 | 13.7**                        | B   | NA*                    | NA*                           | B   | 0.37**                  | 13.4**                        | B   | NA*                    | NA*                           | B   |
| Westbound | US 50, Silva Valley Road to El Dorado Hills Blvd. | Weave         | NA*                    | NA*                           | B   | 0.34**                 | 11.6**                        | B   | NA*                     | NA*                           | B   | 0.33**                 | 11.5**                        | B   |
|           | US 50 between El Dorado Hills Blvd. Ramps         | Basic         | 0.56                   | 19.3                          | C   | 0.39                   | 13.5                          | B   | 0.56                    | 19.3                          | C   | 0.39                   | 13.4                          | B   |
|           | US 50, El Dorado Hills Blvd. to Empire Ranch Road | Weave         | NA*                    | NA*                           | C   | NA*                    | NA*                           | B   | NA*                     | NA*                           | C   | NA*                    | NA*                           | B   |
|           | US 50 between Empire Ranch Road Ramps             | Basic         | 0.50                   | 17.3                          | B   | 0.46                   | 15.7                          | B   | 0.51                    | 17.5                          | B   | 0.46                   | 15.7                          | B   |
|           | Empire Ranch Road Loop On-Ramp                    | Merge         | 0.54                   | 22.9                          | C   | 0.54                   | 22.5                          | C   | 0.54                    | 22.7                          | C   | 0.53                   | 22.2                          | C   |
|           | US 50, Empire Ranch Road to East Bidwell Street   | Weave         | 0.43**                 | 14.6**                        | B   | 0.38**                 | 13.0**                        | B   | 0.43**                  | 14.6**                        | B   | 0.38**                 | 12.9**                        | B   |
|           | US 50 between East Bidwell Street Ramps           | Basic         | 0.65                   | 22.8                          | C   | 0.58                   | 20.2                          | C   | 0.65                    | 22.9                          | C   | 0.58                   | 20.0                          | C   |
|           | East Bidwell Street Loop On-Ramp                  | Merge         | 0.73                   | 29.7                          | D   | 0.70                   | 28.6                          | D   | 0.74                    | 30.1                          | D   | 0.70                   | 28.4                          | D   |
|           | US 50, East Bidwell Street to Oak Ave.            | Weave         | 0.59**                 | 20.5**                        | C   | 0.56**                 | 19.1**                        | C   | 0.58**                  | 20.1**                        | C   | 0.54**                 | 18.5**                        | B   |
|           | US 50 between Oak Ave. Ramps                      | Basic         | 0.74                   | 26.7                          | D   | 0.73                   | 26.6                          | D   | 0.73                    | 26.2                          | D   | 0.71                   | 25.4                          | C   |
|           | Oak Ave. Loop On-Ramp                             | Merge         | 0.85                   | 33.8                          | D   | 0.83                   | 33.2                          | D   | 0.83                    | 33.4                          | D   | 0.80                   | 32.3                          | D   |
|           | US 50, Oak Ave. to Prairie City Road              | Weave         | NA*                    | NA*                           | E   | NA*                    | NA*                           | D   | NA*                     | NA*                           | E   | NA*                    | NA*                           | D   |

(Continued on next page)

**Table 4.8-12**  
**Freeway LOS – Cumulative Plus Project Conditions**

| Direction | Location                                 | Facility Type | Cumulative No Project  |                               |     |                        |                               |     | Cumulative Plus Project |                               |     |                        |                               |     |
|-----------|--|---------------|------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|-------------------------|-------------------------------|-----|------------------------|-------------------------------|-----|
|           |  |               | AM Peak Hour           |                               |     | PM Peak Hour           |                               |     | AM Peak Hour            |                               |     | PM Peak Hour           |                               |     |
|           |  |               | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup>  | Density (pcplpm) <sup>2</sup> | LOS | v/c Ratio <sup>1</sup> | Density (pcplpm) <sup>2</sup> | LOS |
|           | US 50 between Prairie City Road Ramps    | Basic         | 0.85                   | 33.2                          | D   | 0.87                   | 34.4                          | D   | 0.85                    | 32.8                          | D   | 0.85                   | 32.9                          | D   |
|           | Prairie City Road Loop On-Ramp           | Merge         | 0.93                   | 36.8                          | E   | 0.92                   | 36.6                          | E   | 0.92                    | 36.6                          | E   | 0.89                   | 35.7                          | E   |
|           | US 50, Prairie City Road to Folsom Blvd. | Weave         | 0.63**                 | 21.8**                        | C   | 0.66**                 | 23.0**                        | C   | 0.62**                  | 21.6                          | C   | 0.64**                 | 22.4**                        | B   |

Notes: Merge, Diverge, and Basic Segments were analyzed using HCM 2010 methodology. Weave segments were analyzed with the Leisch Method. Weave segments that fell outside of the realm of weaving were analyzed using the HCM 2010 methodology.

<sup>1</sup> v/c ratio = volume-to-capacity ratio

<sup>2</sup> pcplpm = passenger cars per lane per mile

\* Segment analyzed using Leisch Method (v/c ratio and pcplpm not provided).

\*\* Segment fell outside of the realm of weaving and was analyzed using HCM 2010 methodology.

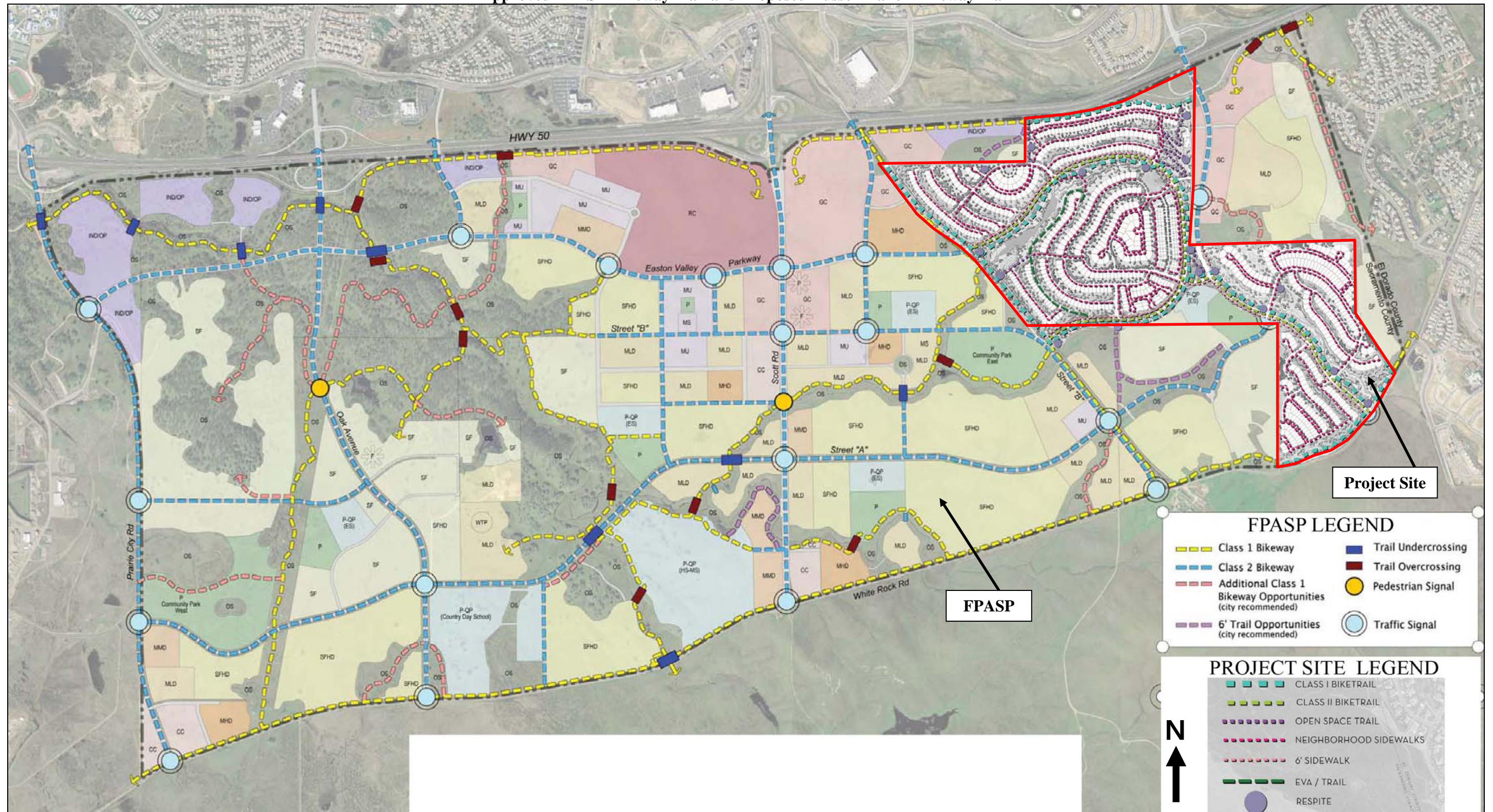
**Bold** indicates unacceptable operations.

**Shaded** indicates significant impact.

Source: Fehr & Peers, 2014.



**Figure 4.8-14**  
**Approved FPASP Bikeway Plan and Proposed Russell Ranch Bikeway Plan**



Source: Folsom Plan Area Specific Plan, 2011.



All future development within the FPASP area, similar to the proposed project, would be required to comply with the applicable FPASP objectives and policies, mitigation measures set forth in the FPASP EIR/EIS, and design guidelines. As such, the proposed project, in conjunction with the planned land uses within the vicinity of the study area, would not disrupt existing or planned bicycle/pedestrian facilities or create inconsistencies with any adopted plans, guidelines, policies or standards related to bicycle or pedestrian systems. Therefore, cumulative impacts related to bicycle and pedestrian facilities would be considered *less than significant*.

Project Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**4.8-9 Cumulative impacts to the transit system. Based on the analysis below, the impact is *less than significant*.**

In April 2010, a Transit Master Plan was prepared for the FPASP area. The Transit Master Plan identified 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 FPASP area. In addition, the Transit Master Plan provides guidance for the implementation of the FPASP land use and circulation objectives and policies including improved mobility, a reduction in VMT, and improved air quality as required by AB 32 and SB 375.<sup>7</sup>

Implementation of the FPASP and the adopted Transit Master Plan would create additional at-grade crossings within the FPASP area. However, on February 1, 2013, a License Agreement for Excursion Rail Operations, by and between the SPTC JPA, and the Placerville and Sacramento Valley Railroad, Inc. (P&SVRR) was made effective. The License Agreement states the P&SVRR would, at no cost or expense to itself, cooperate with the efforts, of any applicable local governments to secure Public Utilities Commission (PUC) approval of such crossings; provided, however, that P&SVRR shall be entitled to raise any reasonable safety concern related to such crossings. The P&SVRR would also cooperate with the construction of crossing improvements, as necessary.<sup>8</sup>

The approved FPASP included 380,061 square feet of commercial uses and 244 more residential units on the project site than the proposed project. Although the proposed project results in a reduction in the number of units and eliminates commercial development, the same cumulative setting would apply and the cumulative impacts to the transit system would remain similar. As discussed previously, per the FPASP OAQMP and the Transit Master Plan, a transit corridor is required to be established for the FPASP that would link the town and neighborhood centers, the regional commercial center, and the proposed higher density residential and mixed-use areas of the community to a future off-site regional transit system that includes connections to the RT light rail system. The Transit Corridor shall serve as the backbone of the FPASP transit system to provide all



residents with access to public transit. In addition, all future development within the FPASP area would be required to comply with the Transit Master Plan developed for the FPASP, as well as any applicable FPASP objectives and policies, mitigation measures set forth in the FPASP EIR/EIS, and design guidelines. As such, the proposed project, in conjunction with the planned land uses within the vicinity of the study area, would not disrupt existing or planned transit services or facilities, or create inconsistencies with any adopted plans, guidelines, policies or standards related to transit. Therefore, the proposed project's cumulative impact to the transit system would be considered ***less than significant***.

Project Specific Mitigation Measure(s)

*None required.*

FPASP EIR/EIS Applicable Mitigation Measure(s)

*None applicable.*

**Other Applicable FPASP EIR/EIS Mitigation Measures**

The following mitigation measures from the FPASP EIR/EIS are applicable to the proposed project, but not specifically related to any one impact analyzed within this chapter.

**3A.15-1a:** *The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection. To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection.*

**3A.15-1b:** *The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/ Blue Ravine Road Intersection. To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection.*

**3A.15-1e:** *Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection. To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.*

- 3A.15-1f:** ***Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection.** To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.*
- 3A.15-1h:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection.** To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection.*
- 3A.15-1i:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road.** Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection.*
- 3A.15-1j:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive.** To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.*
- 3A.15-1l:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection.** To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection*

*must be signalized and separate northbound left and right turn lanes must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection.*

- 3A.15-1o:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection.** Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection.*

*To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.*

- 3A.15-1p:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection.** To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding.*

- *Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.*

*The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection.*

- 3A.15-1q:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard.** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for*

improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard.

**3A.15-1r:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard.** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard.*

**3A.15-1v:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard.** To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project.*

*Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard.*

**3A.15-1w:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge.** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge.*

**3A.15-1hh:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge.** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of*

improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge.

- 3A.15-1ii:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge.** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge.*
- 3A.15-2b:** ***Participate in the City's Transportation System Management Fee Program.** The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.*
- 3A.15-2c:** ***Participate with the 50 Corridor Transportation Management Association.** The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.*
- 3A.15-3:** ***Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.** In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.*
- 3A.15-4a:** ***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection.** To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection.*
- 3A.15-4b:** ***The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection.** To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be*

reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.

**3A.15-4c:** *The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection.* To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection.

**3A.15-4g:** *The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection.* To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.

**3A.15-4i:** *Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection.* To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection.

**3A.15-4j:** *Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard.* To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that

agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard.

The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.

- 3A.15-4k:** *Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway.* To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway.

The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.

- 3A.15-4l:** *Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps.* To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes.

Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps.

- 3A.15-4m:** *Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road.* To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County.

*The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road.*

**3A.15-4n:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road.** To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road.*

**3A.15-4o:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection.** To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right.*

*Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection.*

**3A.15-4p:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection.** To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left- through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection.*

**3A.15-4q:** ***Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard.** To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and*



*Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.*

*Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard.*

**3A.15-4r:** *Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue. To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.*

*Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue.*

## Endnotes

<sup>1</sup> Fehr & Peers. *Russell Ranch Draft Transportation Impact Study*. December 2014.

<sup>2</sup> Fehr & Peers. *Russell Ranch Super Cumulative Comparison Memo*. December 1, 2014.

<sup>3</sup> More detail on the multi-year process followed by SACOG can be found on page 18-25 of Appendix E-3 to the 2035 MTP/SCS Update and Chapter 3, Summary of Growth and Land Use Forecast, of the adopted MTP/SCS, available on the SACOG web page at: <http://sacog.org/mtpscs>.

<sup>4</sup> Sacramento Area Council of Governments. *2035 Metropolitan Transportation Plan /Sustainable Communities Strategy*. April 2012. [Appendix E-3, page 23]

<sup>5</sup> Sacramento Area Council of Governments. *2035 Metropolitan Transportation Plan /Sustainable Communities Strategy*. April 2012. [Appendix E-3, page 49]

<sup>6</sup> City of Folsom. *2013-2014 Capital Improvement Plan*. April 2013.

<sup>7</sup> Fehr & Peers. *Transit Master Plan for Folsom Plan Area Specific Plan*. April 2010.

<sup>8</sup> *License Agreement for Excursion Rail Operations, by and between the Sacramento-Placerville Transportation Corridor Joint Powers Authority, and the Placerville and Sacramento Valley Railroad, Inc.* February 1, 2013.

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## 5. STATUTORILY REQUIRED SECTIONS

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## 5

## STATUTORILY REQUIRED SECTIONS

### 5.1 INTRODUCTION

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The Statutorily Required Sections chapter of the EIR includes brief discussions regarding those topics that are required to be included in an EIR, pursuant to *CEQA Guidelines*, Section 15126.2. The chapter includes a discussion of the proposed project's potential to induce economic or population growth. In addition, the chapter includes lists of cumulative impacts, energy impacts, significant irreversible environmental changes, and significant and unavoidable impacts caused by the proposed project.

### 5.2 GROWTH-INDUCING IMPACTS

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An EIR must discuss the ways in which a proposed project could foster economic or population growth in the vicinity of the project and how that growth would, in turn, affect the surrounding environment (see *CEQA Guidelines*, Section 15126.2[d]). Growth can be induced in a number of ways, including through the elimination of obstacles to growth or through the stimulation of economic activity within the region. The discussion of the removal of obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval.

A number of issues must be considered when assessing the growth-inducing effects of development plans, such as the proposed project, including the following:

**Elimination of Obstacles to Growth:** The extent to which infrastructure capacity provided to accommodate the proposed project would allow additional development in surrounding areas; and

**Economic Effects:** The extent to which development of the proposed project could cause increased activity in the local or regional economy.

Growth-inducing impacts associated with the proposed project would be considered to be any effects of the project allowing for additional growth or increases in population beyond that proposed by the project or anticipated in the Folsom General Plan and the Folsom Plan Area Specific Plan (FPASP).

The Folsom South of US 50 Specific Plan Project Environmental Impact Report / Environmental Impact Study (FPASP EIR/EIS) previously analyzed growth-inducing impacts related to full buildout of the FPASP, which includes the proposed project. The proposed project would result in 244 fewer residential units and removal of the potential for 380,061 square feet of General Commercial uses from what has been anticipated for the site per the currently approved FPASP land uses. As discussed in further detail in Chapter 4.7, Public Services, Utilities, and Hydrology,

of this EIR, the project could introduce an additional 2,555 new residents to the City of Folsom. The number of residents resulting from the project is substantially fewer than what was approved by the FPASP, and the project's direct population inducement is less than was anticipated in the FPASP EIR/EIS.

The proposed project includes on-site and off-site infrastructure for water, sewer and road improvements necessary to serve the planned development which are consistent with the Water Master Plan, Sewer Master Plan, and Circulation Diagram created for the FPASP. Off-site improvements required would provide service to other projects within the FPASP. Off-site infrastructure sized for other parts of the FPASP include a sewer lift station and mains, potable water main improvements to bring water to the site, booster pump stations and a storage tank, and roadway and drainage improvements. Construction of the off-site infrastructure would provide benefits to the entire plan area and would likely be expanded with future buildout of the FPASP. For example, the proposed off-site roadway improvements would likely be widened by the City upon development of the FPASP area.

Growth in Folsom and as a result of other projects in Sacramento and El Dorado Counties would result in the need for capacity improvements to existing off-site roadways, including state highways, arterial roadways, and regional intersections. The Sacramento Area Council of Government's (SACOG) Metropolitan Transportation Plan for 2035 (2035 MTP) addresses the regional transportation needs for Sacramento, El Dorado, Placer, Sutter, Yolo, and Yuba Counties through 2035 based on land use assumptions in the Preferred Blueprint Scenario. The 2035 MTP has several planned roadway improvements in the vicinity of the project site, including:

- US 50 car pool lane extensions and new auxiliary lanes from El Dorado Hills to Shingle Springs interchange;
- US 50 mainline widening from Silva Ranch Parkway to Empire Ranch Road interchange;
- US 50 new carpool lanes from Sunrise Boulevard to downtown Sacramento and new auxiliary lanes at various locations in Sacramento;
- White Rock Road widening to four lanes from Manchester Road to El Dorado/Sacramento County line, from Latrobe Road to US50/Silva Parkway Interchange, and from Grant Line Road to Prairie City Road;
- Prairie City Road widening to four lanes from US 50 to White Rock Road; and
- Oak Avenue widening to four lanes from US 50 to White Road.

The aforementioned improvements, which would also serve the proposed project site, were identified as necessary to serve existing traffic and future development anticipated in El Dorado and Sacramento Counties. The 2035 MTP was adopted in 2012; thus, future growth in the vicinity of the project site is expected.

Construction workers serving the project can be expected to come from Folsom and El Dorado Hills, and other nearby communities in Sacramento, El Dorado, and nearby counties. According to labor data available from the U.S. Census Bureau (2007), an estimated 2,269 residents in Folsom, 54,964 residents in Sacramento County, and 850 residents in El Dorado Hills are

employed in the construction industry. The existing residents in the city and counties who are employed in the construction industry would likely be sufficient to meet the demand for construction workers that would be generated by the project. Because construction workers serving the project could be expected to come from Folsom and other nearby communities in Sacramento County or El Dorado County, neither substantial population growth nor an increase in housing demand in the region is anticipated as a result of the construction jobs. Furthermore, because construction workers typically do not change residences each time they are assigned to a new construction site, a substantial project-related relocation of construction workers to the immediate project area is not anticipated.

Therefore, because the growth associated with the proposed project would be consistent with the type of development anticipated for the site by the City of Folsom, and the proposed project includes fewer residential units and commercial uses than what was anticipated by the City, the proposed project would not be expected to generate any new growth-inducing impacts beyond those already anticipated in the FPASP EIR/EIS.

### **5.3 AREAS OF KNOWN CONTROVERSY**

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Pursuant to CEQA Guideline 15123 (b)(2), the EIR shall identify any areas of known controversy. The only potential area of known controversy relates to water supply, which subject has been analyzed in a prior environmental document (i.e., the Addendum to the Environmental Impact Report for the FPASP Project for Purposes of Analyzing an Alternative Water Supply for the Project, approved and certified by the Folsom City Council on December 11, 2012). Further detail on water supply is found in the Public Services, Utilities, and Hydrology chapter of this EIR.

### **5.4 CUMULATIVE IMPACTS**

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*CEQA Guidelines*, Section 15130 requires that an EIR discuss the cumulative and long-term effects of the proposed project that adversely affect the environment. “Cumulative impacts” are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (*CEQA Guidelines*, Section 15355). “[I]ndividual effects may be changes resulting from a single project or a number of separate projects” (*CEQA Guidelines*, Section 15355, subd. [a]). “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time” (*CEQA Guidelines*, Section 15355, subd. [b]).

The need for cumulative impact assessment reflects the fact that, although a project may cause an “individually limited” or “individually minor” incremental impact that, by itself, is not significant, the increment may be “cumulatively considerable,” and, thus, significant, when viewed together with environmental changes anticipated from past, present, and probable future projects (*CEQA Guidelines*, Section 15064, subd. [h(1)], Section 15065, subd. [c], and Section 15355, subd. [b]). Accordingly, particular impacts may be less than significant on a project-

specific basis but significant on a cumulative basis if their small incremental contribution, viewed against the larger backdrop, is cumulatively considerable. However, it should be noted that *CEQA Guidelines*, Section 15064, Subdivision (h)(5) states, “[...]the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.” Therefore, even where cumulative impacts are significant, any level of incremental contribution is not necessarily deemed cumulatively considerable.

Section 15130(b) of *CEQA Guidelines* indicates that the level of detail of the cumulative analysis need not be as great as for the project impact analyses, but that analysis should reflect the severity of the impacts and their likelihood of occurrence, and that the analysis should be focused, practical, and reasonable. To be adequate, a discussion of cumulative effects must include the following elements:

- (1) Either (a) a list of past, present and probable future projects, including, if necessary, those outside the agency’s control, or (b) a summary of projections contained in an adopted general plan or related planning document, or in a prior certified EIR, which described or evaluated regional or area-wide conditions contributing to the cumulative impact, provide that such documents are reference and made available for public inspection at a specified location;
- (2) A summary of the individual projects’ environmental effects, with specific reference to additional information and stating where such information is available; and
- (3) A reasonable analysis of all of the relevant projects’ cumulative impacts, with an examination of reasonable, feasible options for mitigating or avoiding the project’s contribution to such effects (Section 15130[b]).

For some projects, the only feasible mitigation measures will involve the adoption of ordinances or regulations, rather than the imposition of conditions on a project-by-project basis (Section 15130[c]). Section 15130(a)(3) states that an EIR may determine that a project’s contribution to a significant cumulative impact will be rendered less than cumulatively considerable, and thus not significant, if a project is required to implement or fund the project’s fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

### **Cumulative Setting**

The lead agency should define the relevant geographic area of inquiry for each impact category (id., Section 15130, subd. [b][3]), and should then identify the universe of “past, present, and probable future projects producing related or cumulative impacts” relevant to the various categories, either through the preparation of a “list” of such projects or through the use of “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” (id., subd. [b][1]).

The proposed project, in conjunction with development in the vicinity of the project site and within the region, would contribute to cumulative environmental impacts. The cumulative analysis for the proposed project is based on buildout of the Folsom General Plan, buildout of the FPASP, as well as present and probable future projects within the region. Consistent with the assumptions utilized for the Transportation Impact Study prepared for the proposed project, the cumulative setting incorporates the 2035 MTP, and planned land use development and transportation projects within the City of Folsom as well as the surrounding six-county region (a list of the projects included is provided in Appendix I of this EIR). Cumulative conditions also include all internal roadways associated with the FPASP and the following key projects that affect travel patterns within the proposed project's study area:

- US 50/Empire Ranch Road Interchange – a new interchange on US 50 east of East Bidwell Street/Scott Road. The new interchange will cause a significant shift in traffic volumes from East Bidwell Street interchange to the Empire Ranch Road interchange (identified in the MTP as complete by year 2035); and
- US 50/Oak Avenue Interchange – a new interchange on US 50 west of East Bidwell Street/Scott Road. The new interchange will cause a significant shift in traffic volumes from East Bidwell Street interchange to the Oak Avenue interchange (identified in the MTP as complete by year 2035).

## Cumulative Impacts

Cumulative impacts are analyzed in each of the technical chapters of this EIR (Chapters 4.1 through 4.8) and are summarized below.

### Aesthetics

Full development of the FPASP would convert the 3,510-acre undeveloped site to mixed use development on approximately 2,335 acres. The project site is included in the FPASP as a mixed use development including 1,119 residential units, 380,061 square feet of commercial, an elementary school, and approximately 105 acres of open space and parks. The proposed project includes 875 residential units, zero commercial, an elementary school, approximately 164 acres of open space and parks, and 2.6 acres to accommodate the existing cell towers. The FPASP EIR/EIS concluded that impacts to the visual character of the FPASP would be significant and unavoidable because views along nearby roadways would change and views of the FPASP are part of thousands of acres of open space that would no longer exist.

Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on a prominent hillside within the FPASP. Mitigation included in the Aesthetics chapter would alleviate the cumulative impacts related to the long-term changes in visual character of the region. However, the proposed project's contribution to the impact to the existing visual character or quality of the site or region identified in the FPASP EIR/EIS would be *significant and unavoidable*, even with the Specific Plan Amendment request.

## Air Quality and Climate Change

The Air Quality and Climate Change chapter of the EIR addresses cumulative impacts associated with regional air quality and climate change separately. Each of the discussions included in the EIR are summarized below.

### *Cumulative Criteria Air Pollutants*

A project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. By its very nature, air pollution is largely a cumulative impact. The long-term emissions associated with operation of the proposed project in conjunction with other existing or planned development in the area would incrementally contribute to the region's air quality. Future attainment of AAQS is a function of successful implementation of SMAQMD attainment plans. If a project's emissions would be less than SMAQMD thresholds, the project would not be expected to result in a cumulatively considerable contribution to a significant cumulative impact. However, that exceedance of the project-level thresholds would not necessarily constitute a significant cumulative impact.

The FPASP EIR/EIS concluded that buildout of the entire FPASP would result in a cumulatively considerable incremental contribution to a significant cumulative impact associated with temporary, short-term construction and long-term operational air quality impacts. However, the proposed project would result in 244 fewer residential units and removal of the potential for 380,061 square feet of General Commercial uses from what has been anticipated and analyzed for the site per the FPASP and associated EIR/EIS. The modifications in land uses would result in a reduction of vehicle trips, as well as a reduction in overall regional VMT. The reduction in overall travel in the region from implementation of the proposed project would result in fewer associated mobile emissions, including criteria air pollutant emissions, from what has been anticipated for the site per the FPASP. In addition, the proposed project would be required to comply with all applicable SMAQMD rules and regulations, FPASP objectives and policies, the FPASP OAQMP, and applicable FPASP EIR/EIS mitigation measures. Accordingly, the proposed project's incremental contribution towards regional air quality would not be cumulatively considerable, and the cumulative impact would be considered *less than significant*.

### *Cumulative Greenhouse Gas Emissions*

Global climate change is, by nature, a cumulative impact. A single project could not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects contribute substantially to the world-wide phenomenon of global climate change and the associated environmental impacts. Implementation of the proposed project would contribute to increases of GHG emissions that are associated with global climate change. It should be noted that construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time.



Achieving the State target set by AB 32 of reducing emissions to 1990 levels by 2020 would require a reduction in emissions of 21.7 percent from projected Business As Usual (BAU) conditions. A detailed discussion of the project's cumulative impacts to greenhouse gas emissions is included in Chapter 4.2 of the EIR. In summary, the project's total unmitigated annual GHG emissions, including construction-related emissions, were estimated to be approximately 5,739.96 MTCO<sub>2e</sub> per year. It should be noted that the actual annual GHG emissions of the proposed project would be less due to the amortization of the one-time release of construction-related GHG emissions over an eight year lifetime. The GHG emissions under BAU conditions were estimated to be approximately 32,456.54 MTCO<sub>2e</sub> per year. Consequently, the proposed project would result in approximately a 22.08 percent reduction in annual GHG emissions from BAU conditions by 2020 ( $[32,456.54 \text{ MTCO}_2e - 25,288.61 \text{ MTCO}_2e] / 32,456.54 \text{ MTCO}_2e \times 100\% = 22.08\%$ ), which would meet the minimum reduction threshold utilized for this analysis of 21.7 percent. Therefore, the proposed project's GHG emissions generated would not have a significant impact on the environment or conflict with an applicable plan, policy, or regulation established for the reduction of GHG emissions, and the project's incremental contribution to cumulative GHG emissions and global climate change would be considered a *less-than-significant* impact.

### Biological Resources

The Russell Ranch Project is part of the long-term build out of the FPASP. Several large-scale development projects are in the general vicinity of the project, including western El Dorado County, eastern Sacramento County and the City of Folsom. Planned and proposed projects within El Dorado County, Sacramento County, and the City of Folsom are anticipated to have substantial cumulative losses of biological resources. The planned and proposed development projects in the surrounding area would be required to implement project-specific mitigation measures to mitigate incremental impacts to biological resources.

The Russell Ranch Project would contribute to the regional loss of aquatic habitats that support special-status species, which could contribute to the incremental decline of these species. In addition, the Russell Ranch Project would result in the regional loss of annual grassland, which provides foraging habitat for raptors and wildlife species, and potential nesting habitat for burrowing owl. Impacts would be reduced through designation of open space preserves within the FPASP. The preserved areas within the FPASP would include the Alder Creek corridor located in the northwestern portion of the FPASP. The designation of open space areas to preserve aquatic and blue oak woodland habitats would support special-status species on-site and in the vicinity of the FPASP. Preservation of aquatic habitats on-site would contribute to reducing the FPASP's contribution, including the Russell Ranch Project, to regional cumulative loss of biological resources.

As part of the required mitigation, all impacts to wetlands and Waters of the U.S. must be compensated for through on-site preservation and purchasing of off-site mitigation bank credits. The Russell Ranch Project would compensate for all impacts to wetlands and Waters of the U.S. through purchasing of off-site mitigation bank credits at ratios designated by the USACE. In addition, the mitigation measures required herein would reduce the project's impacts to special-

status species to a less-than-significant level. As a result, the project's contribution to the cumulative biological impact related to increasing urbanization would be *less than significant*.

### Cultural Resources

The potential exists for unknown subsurface prehistoric cultural resources to be unearthed during site excavation and grading. The proposed project along with other development in Folsom could damage or destroy cultural resources particular to that area.

The project would contribute to a cumulative impact to two historical resources, portions of which are located on the project site – the Brooks Hotel site and Keefe-McDerby Mine Ditch. However, implementation of Mitigation Measure 4.4-1 of the Cultural Resources chapter would reduce the impact to a less-than-significant level, by requiring compliance with the procedures for mitigating significant impacts presented in the FAPA.

Potentially significant impacts to unknown cultural and paleontological resources as related to the cumulative regional loss of cultural and paleontological resources would be less than significant with implementation of Mitigation Measures 4.4-1, 4.4-2(a), 4.4-2(b), and 4.4-3 of the Cultural Resources chapter. In addition, cumulative impacts to cultural and paleontological resources would be less than significant if current and future projects in the region comply with CEQA requirements for mitigation of impacts to cultural and paleontological resources [CCR Title 14, Section 15126.4 (b)]. As such, the proposed project's cumulative impact to cultural resources would be *less than significant*.

### Land Use and Planning

The Land Use and Planning chapter of the EIR addresses cumulative impacts associated with land use and planning. Should the Folsom City Council approve the General Plan/Specific Plan Amendment, and change the site's SF, MLD, MMD, GC, OS, P, and P-QP land use designations to SF, SFHD, MLD, OS, P, and P-QP, the proposed project would be consistent with the City of Folsom General Plan and FPASP land use designations for the project site, as well as relevant goals and policies within these planning documents.

The proposed project approvals require issuance of a Planned Development Permit and Design Guidelines from the City of Folsom, the process of which would ensure that the proposed project's architecture, landscaping, and building materials and colors are consistent with nearby development. Other development within the FPASP project vicinity would be required to undergo similar review processes, thereby ensuring a cohesive, compatible development pattern within the FPASP area. Therefore, as the proposed project is generally consistent with the City of Folsom General Plan and FPASP policies, a *less-than-significant* impact related to land use would occur as a result of the proposed project in combination with future buildout in the City.

### Noise

The cumulative context for noise impacts associated with the proposed project would consist of the existing and future noise sources that could affect the project or surrounding uses. Noise

generated by construction would not add to the permanent noise environment or be considered as part of the cumulative context.

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed project and on-site activities resulting from operation of the proposed project. Estimated cumulative traffic noise levels with and without the proposed project are presented in Chapter 4.6 of this EIR. According to the estimates, traffic noise from the proposed project is not expected to increase traffic noise levels in excess of the recommended criteria for a substantial increase in noise per the FICON criteria. Thus, the proposed project would not result in significant increases in traffic noise levels at existing sensitive receptors. Because the increase in noise levels associated with implementation of the proposed project would be below the normally perceptible range, the total noise increase associated with the proposed project would be considered small incremental increases to the existing and future noise environment.

The new residential uses proposed for the project would require noise attenuation measures for receptors along US 50, White Rock Road, and Empire Ranch Road. However, with implementation of the mitigation measures included in the Noise chapter, the proposed project would not be expected to have a cumulatively considerable incremental contribution to the surrounding noise environment, and the cumulative noise impact would be considered *less than significant*.

#### Public Services, Utilities, and Hydrology

The Public Services, Utilities, and Hydrology chapter of the EIR addresses cumulative impacts associated with public services and hydrology separately. Each of the discussions included in the EIR are summarized below.

##### *Cumulative Public Services and Utilities Impacts*

Implementation of the proposed project would contribute to an increased demand for public services and utilities in the City of Folsom. Public service and utility needs for the City of Folsom were evaluated in the Folsom General Plan EIR and associated Master Plans to ensure that adequate services would be available for buildout of the Folsom General Plan. As the proposed project's estimated dry-year water demand was calculated to be below what was assumed for the project site under the adopted FPASP land uses, the incremental increase in demand for water supply and distribution services has been anticipated in the City's Urban Water Management Plan (UWMP). In addition, the FPASP EIR/EIS analyzed cumulative impacts related to solid waste and police and fire protection services. The proposed project would comply with all applicable City goals and policies, including payment of development impacts fees to support adequate provisions for police and fire facilities, staffing, and equipment. In addition, the proposed project includes an elementary school and an increase in park and recreational space from what was approved in the FPASP.

Therefore, the proposed project's individual incremental contribution to the increase in demand for public services and utilities would not be cumulatively considerable, and cumulative impacts would be considered *less than significant*.

#### *Cumulative Hydrology Impacts*

While cumulative development within the City of Folsom and surrounding areas would result in additional stormwater runoff and entry of pollutants into receiving waters via construction and operation of future projects, each project is required to comply with the City's regulatory stormwater documents, standards, and requirements. The proposed project would comply with the aforementioned requirements to ensure that the project provides adequate storage capacity and drainage for the additional stormwater runoff generated, and the project would incorporate sufficient best management practices (BMPs) to successfully remove pollutants from site runoff during the construction and operational phases. Thus, the cumulative effects on downstream waterways, including the Alder Creek, Carson Creek, Buffalo Creek, and Coyote Creek Watersheds would be less than significant. As development is typically restricted within active stream channels and rivers, future development sites, as well as the proposed project site, would not be expected to represent a substantial groundwater recharge area or contributor to regional groundwater recharge. In addition, the proposed project would provide adequate storage capacity on-site for the additional stormwater runoff generated and/or connect to the City's storm drainage system, which eventually discharges to neighborhood creeks and the American River. Therefore, the proposed project's individual incremental contribution to cumulative impacts to hydrology and water quality would not be cumulatively considerable, and cumulative impacts would be considered *less than significant*.

#### Transportation, Traffic, and Circulation

The Transportation, Traffic, and Circulation chapter of the EIR addresses cumulative impacts associated with study roadway intersections, study freeway facilities, bicycle and pedestrian facilities, and the transit system. Each of the discussions included in the EIR are summarized below.

##### *Study Roadway Intersections*

The proposed project would result in reduced LOS and/or delay at a number of intersections, including some that would operate at unacceptable levels under Cumulative No Project conditions, as presented in Chapter 4.8 of this EIR. However, implementation of mitigation measures set forth in this EIR would reduce the significance of cumulative considerable project impacts to a *less-than-significant* level.

##### *Study Freeway Facilities*

The Cumulative Plus Project LOS results for the study freeway facilities are present in Table 4.8-12. The proposed project would reduce traffic on segments of the freeway that are expected to operate at LOS F under Cumulative No Project conditions. The eastbound portion of US 50 between the Prairie City Road Ramps, the eastbound Prairie City Road On-Ramp, and the

segment of US 50 between Prairie City Road and Oak Avenue are still forecast to operate at unacceptable LOS F, but the proposed project would not add significant traffic to the aforementioned sections. Therefore the proposed project would have a *less-than-significant* cumulative impact to freeway operations.

### *Bicycle and Pedestrian Facilities*

The proposed project includes pedestrian and non-motorized circulation and is conceptually consistent with the approved FPASP with the improved sidewalk system, Class I bicycle paths, and Class II bicycle lanes. Additional trail opportunities are proposed for the project that allow for recreation and connections to other plan-wide trails, and are also consistent with the approved FPASP and the Folsom Bikeway Master Plan. Therefore, cumulative impacts related to bicycle and pedestrian facilities would be considered *less than significant*.

### *Transit System*

Per the FPASP OAQMP, a transit corridor is required to be established for the FPASP that would link the town and neighborhood centers, the regional commercial center, and the proposed higher density residential and mixed-use areas of the community to a future off-site regional transit system that includes connections to the RT light rail system. The Transit Corridor shall serve as the backbone of the FPASP transit system to provide all residents with access to public transit. Therefore, the proposed project's cumulative impact to the transit system would be considered *less than significant*.

## **5.5 ENERGY CONSERVATION**

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Appendix F of the CEQA Guidelines requires that EIRs include a discussion of the potential energy impacts of the proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- (1) Decreasing overall per capita energy consumption;
- (2) Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
- (3) Increasing reliance on renewable energy sources.

The proposed project would include green components and mitigation measures for both construction and operations which aim to avoid or reduce inefficient, wasteful, and unnecessary consumption of energy. The proposed project would comply with the California Green Building Standards Code and includes inherent site and sustainability features that aim to reduce vehicle miles travelled (VMT), such as bicycle and pedestrian connection improvements.

### **California Green Building Standards Code**

The 2013 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), became effective January 1, 2014. The energy provisions of the CALGreen Code became effective July 1, 2014. The purpose of the CALGreen Code is to

improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California.

In order to comply with Title 24, Mitigation Measure 3A.2-1a of the FPASP EIR/EIS requires all diesel-powered equipment larger than 50 horsepower and all generators to meet the U.S. Environmental Protection Agency's emissions standards for Tier 2 and Tier 4 engines, respectively. The proposed project would be required to comply with all applicable mitigation measures set forth in the FPASP EIR/EIS, including Mitigation Measure 3A.2-1a. In addition, the proposed project would comply with the objectives and policies outlined in the FPASP. Objective 10.13 of the FPASP requires compliance with all mandatory requirements of the latest edition of the CALGreen Code and encourages conformance with CALGreen Code Tier 1 and Tier 2 voluntary green building practices. The proposed buildings and residences would be constructed to reduce heating and cooling needs through building orientation and the provision of solar access to homes. In addition, Energy Star certified equipment and appliances would be installed in all buildings. Furthermore, per Policy 10.69 of the FPASP, the City will strive to ensure that all new publicly owned buildings within the FPASP area (including the proposed elementary school) will be designed, constructed, and certified at Leadership in Energy & Environmental Design – New Construction (LEED-NC) certification levels. The intent of the LEED-NC certification is to promote healthful, durable, affordable, and environmentally sound practices in building design and construction.<sup>1</sup> The topics addressed by the LEED-NC certification include: sustainable sites, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, innovation in design, and regional priority.

### **Operational Phase**

As previously noted, the project is part of the approved FPASP, which is a comprehensively planned community that proposes new development based upon principles of "Smart Growth" and Transit Oriented Development. The FPASP includes a mix of residential, commercial, employment and public uses complemented by recreational amenities, including a significant system of parks and open spaces, all within close proximity to one another. As noted above, the proposed project would result in fewer residential units and removal of the potential for General Commercial uses from what has been anticipated for the site per the currently approved FPASP land uses. The modifications in land uses would result in a reduction of vehicle trips, as well as a reduction in overall regional VMT.

The proposed project includes pedestrian and non-motorized circulation and is conceptually consistent with the approved FPASP with the improved sidewalk system, Class I bicycle paths, and Class II bicycle lanes. Additional trail opportunities are proposed for the project that allow for recreation and connections to other plan-wide trails, and are also consistent with the approved FPASP and the Folsom Bikeway Master Plan. The aforementioned bicycle and pedestrian facilities aim to reduce vehicle miles travelled and thus conserve fossil fuels.

## 5.6 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

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The State CEQA Guidelines mandate that an EIR address any significant irreversible environmental changes that would result if the proposed project were implemented (CEQA Guidelines, Section 15126.2[c]). An impact would fall into this category if any of the following would occur:

- The project would involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of a project would generally commit future generations to similar uses (e.g., a highway provides access to a previously remote area);
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The phasing of the proposed consumption of resources is not justified (e.g., the project involves a wasteful use of energy).

The proposed project would likely result in, or contribute to, the following irreversible environmental changes:

- Conversion of currently undeveloped land to urban land uses;
- Placement and/or extension of roadways in areas providing access to the proposed project and connecting to adjacent developments;
- Irreversible consumption of goods and services associated with the future population; and
- Irreversible consumption of energy and natural resources associated with the future population.

## 5.7 SIGNIFICANT AND UNAVOIDABLE IMPACTS

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According to CEQA Guidelines, an EIR must include a description of those impacts identified as significant and unavoidable should the proposed action be implemented (CEQA Guidelines §15126.2[b]). Such impacts would be considered unavoidable when the determination is made that either mitigation is not feasible or only partial mitigation is feasible such that the impact is not reduced to a level that is less-than-significant. This section identifies significant impacts that could not be eliminated or reduced to a less-than-significant level by mitigations imposed by the City. The final determination of the significance of impacts and the feasibility of mitigation measures would be made by the City as part of the City's certification action.

The significant and unavoidable impacts of the proposed project are summarized below.

### **Substantial adverse effect on a scenic vista or degradation of the existing visual character or quality of the project site and/or the site's surroundings (Impact 4.1-1)**

Development of the proposed project would cause a change to the visual setting during construction as well as upon completion of the proposed project. The site overlooks the areas to

the south, west, and east, including the open space area associated with the remainder of the FPASP. The project proposes to utilize terraced grading for the residential pads in an attempt to provide the future residence with views of the remaining portions of the FPASP, which is described as a scenic vista in the FPASP EIR/EIS.

The proposed project would be required to comply with the City's Hillside Development Guidelines as well as the FPASP Design Standards in order to address the aesthetic value of the built environment. If there is an inconsistency, the FPASP Design Standards govern. In addition, the Russell Ranch Neighborhood Design Guidelines were created for the proposed project in order to summarize the proposed neighborhood vision with guiding principles, the proposed landscape, streetscape, and neighborhood design, and development and design standards. However, due to the substantial change to the existing setting of the site, the proposed project would be considered to degrade the existing visual character or quality of the project site and/or the site's surroundings. Mitigation included in the Aesthetics chapter would alleviate the impacts to future residents during construction. Other feasible mitigation measures are not available to reduce impacts associated with the alteration of a scenic vista or degradation of the existing visual character or quality of the project site from project development to a less-than-significant level. Therefore, the impact would remain *significant and unavoidable*.

**Long-term changes in visual character of the region associated with cumulative development of the proposed project in combination with future buildout in the City of Folsom (Impact 4.1-3)**

Although the proposed project would result in a reduction in units, removal of commercial uses, and an increase in open space as compared to the FPASP approved land uses, the proposed project would still include development on a prominent hillside within the FPASP. Thus, the proposed project's contribution to the impact to the existing visual character or quality of the site or region identified in the FPASP EIR/EIS would be *significant and unavoidable*, even with the Specific Plan Amendment request.

**A violation of any air quality standard or substantial contribution to an existing or projected air quality violation during operations, and a conflict with or obstruction of implementation of applicable air quality plans (Impact 4.2-2)**

Because development of the FPASP was not included in any of the existing air quality plans, the associated emissions from development were not accounted for in the emissions inventories of the plans. As a result, an Operational Air Quality Mitigation Plan (OAQMP) was required to be prepared for the FPASP (per Mitigation Measure 3A.2-2 of the FPASP EIR/EIS) in order to ensure that emissions of ROG and NO<sub>x</sub> associated with development of the FPASP area would be reduced by 35 percent in accordance with SMAQMD and County requirements. According to the FPASP EIR/EIS, although implementation of the OAQMP mitigation measures would reduce the ROG and NO<sub>x</sub> emissions by 35 percent, the levels from buildout of the entire FPASP would still exceed the SMAQMD threshold of significance of 65 lbs/day. Thus, a significant and unavoidable impact was identified for buildout of the FPASP. Compared to buildout of the project site under the currently approved land uses, the land use designation changes proposed for the project would result in a decrease in operational NO<sub>x</sub> and ROG emissions from what was



approved in the FPASP. However, because the proposed project would still contribute towards the significant and unavoidable impact identified for buildout of the FPASP, consistent with the conclusion within the FPASP EIR/EIS, the proposed project would be considered to result in a *significant and unavoidable* impact associated with operational NO<sub>x</sub> and ROG emissions and a conflict with or obstruction of implementation of applicable air quality plans.

#### **Impacts to study intersections (Impact 4.8-2)**

Implementation of the proposed project would result in unacceptable LOS and delay at the East Bidwell Street/Iron Point Road, White Rock Road/Placerville Road, and Scott Road/Easton Valley Parkway intersections under Existing Plus Project conditions. Mitigation measures included in this EIR would reduce the impact at the White Rock Road/Placerville Road intersection, the Scott Road/Easton Valley Parkway intersection, and the East Bidwell Street/Iron Point Road intersection. However, the improvement to the East Bidwell Street/Iron Point Road intersection may be infeasible due to right-of-way constraints and is not included in the current City of Folsom CIP. Therefore, impacts to the East Bidwell Street/Iron Point Road intersection would remain *significant and unavoidable*.

#### **Impacts to study freeway facilities (Impact 4.8-3)**

The eastbound Scott Road off-ramp already operates at LOS F during the PM peak hour under Existing conditions, which is considered unacceptable operation. The proposed project would increase the v/c ratio of the eastbound Scott Road off-ramp during the PM peak hour. As the proposed project would add traffic to freeway facilities that are currently over capacity, Mitigation Measure 4.8-3 is required. However, successful implementation of the recommended improvements to the US 50/Scott Road/East Bidwell Street interchange are under the jurisdiction of Caltrans, over which the City of Folsom has no control. As a result, the City of Folsom is conservatively acknowledging the possibility that, despite its own commitment to work with Caltrans, the City does not have control over the timing of construction of such improvements. Therefore, the above impact would be considered to remain *significant and unavoidable*.

#### **Endnote**

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<sup>1</sup> U.S. Green Building Council. *LEED 2009 for New Construction and Major Renovations*. Approved November 2008. Available at: <http://www.usgbc.org/Docs/Archive/General/Docs5546.pdf>

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## 6. ALTERNATIVES ANALYSIS

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## 6

## ALTERNATIVES ANALYSIS

### 6.1 INTRODUCTION

The primary intent of the Alternatives Analysis in an EIR, as stated in Section 15126.6(a) of the CEQA Guidelines, is to “[...] describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” Furthermore, Section 15126.6(f) states, “The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.”

The CEQA Guidelines provide the following guidance for discussing alternatives to a proposed project:

- An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives (CEQA Guidelines Section 15126.6[a]).
- Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly (CEQA Guidelines Section 15126.6[b]).
- The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency’s determination [...] Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts (CEQA Guidelines Section 15126.6[c]).
- The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed

project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison (CEQA Guidelines Section 15126.6[d]).

- The specific alternative of “no project” shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decisionmakers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The no project alternative analysis is not the baseline for determining whether the proposed project’s environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline (CEQA Guidelines Section 15126.6[e][1]).
- If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6[e][2]).

In addition, Section 15126.6(d) of the CEQA Guidelines states, “If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.”

## **6.2 PURPOSE OF ALTERNATIVES**

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The project alternatives need to feasibly attain most of the basic objectives of the proposed project, while avoiding or substantially lessening any of the significant effects of the project.

The following project objectives have been identified for the project:

- Provide for a mix of private and public land uses, balanced with active and passive recreational and open space that integrates housing with increased public open spaces, enhances the regional recreational trail network, provides for an active public park area as well as a private recreational facility, and provides for an elementary school facility site consistent with the Folsom Plan Area Specific Plan (FPASP), and all in an overall design consistent with Folsom design standards and Smart Growth Principles to the extent feasible.
- Create a residential community in an area within the SACOG Blueprint for regional planned growth that provides for a range of lot sizes and home types that will accommodate choices for various age and income demographics within the FPASP area south of US 50.
- Develop a residential hillside community that will allow for lower density development that integrates new homes on the hillside in a manner that blends into the natural surroundings, and preserves and increases natural resource and open space areas.
- Accommodate projected regional growth in a location contemplated by the SACOG Blueprint, and which is adjacent to existing and planned infrastructure, urban services,

transportation corridors, and major employment centers within the FPASP south of US 50.

- Place residential uses near existing jobs and services to reduce vehicle miles traveled.
- Create pedestrian-friendly development that promotes and enhances opportunities for non-motorized transportation including bicycling, jogging, and walking via designated bike lanes and/or a pedestrian friendly trail system.
- Design a residential community that promotes social and community connectivity by providing pedestrian linkages within the project site from neighborhood to neighborhood, to active park spaces, through passive open space areas and connection to future planned areas within the FPSPA and other areas within the City of Folsom located north of US 50.
- Develop a project that reduces commercial zoning consistent with City objectives to:
  1. Ensure reasonable market absorption of commercial development both north and south of US 50;
  2. Balance residential and commercial development City-wide and in a manner consistent with SACOG Blueprint jobs/housing balance objectives; and
  3. Take into account topographical challenges that likely would impede commercial development.
- Develop a project that reduces impacts to sensitive environmental resources by reducing density, increasing open space and modifying internal circulation to avoid protected resources.
- Develop a project in a logically phased manner in order to minimize traffic, sewer and other infrastructure impacts, which will also support the economically feasible installation of infrastructure as development in a new growth area begins.
- Construct backbone infrastructure improvements in a phased manner consistent with City policy to serve both the project area and other anticipated future development in the FPASP to appropriately plan for necessary infrastructure in a cost effective and efficient manner.

Potentially significant environmental impacts of the proposed project, which would be reduced to less-than-significant levels with implementation of the mitigation measures set forth in each of the associated chapters of this EIR, include the following:

- ***Aesthetics.*** Potentially significant impacts have been identified for the creation of new sources of substantial light or glare.
- ***Air Quality and Climate Change.*** Potentially significant impacts have been identified for exposure of sensitive receptors to substantial pollutant concentrations related to naturally-occurring asbestos (NOA).
- ***Biological Resources.*** Potentially significant impacts have been identified for impacts related to special-status plant species, federally-listed vernal pool invertebrates, western spadefoot toad, western pond turtle, Swainson's hawk foraging and nesting habitat, burrowing owl, tricolored blackbird, other raptors and migratory birds, American badger,

and riparian habitat, seasonal wetlands, vernal pools, or other sensitive natural communities.

- **Cultural Resources.** Potentially significant impacts have been identified for loss of historic cultural resources, loss of previously unknown unique archaeological resources or human remains, and loss of previously unknown unique paleontological resources.
- **Noise.** Potentially significant impacts have been identified for transportation noise and vibration at new sensitive receptors and cumulative impacts on noise-sensitive receptors.
- **Transportation, Traffic, and Circulation.** Potentially significant impacts have been identified related to short-term impacts related to construction activities and cumulative impacts to study intersections.

The proposed project's impacts that have been determined to remain significant and unavoidable, even after implementation of the feasible mitigation measures set forth in this EIR, include the following:

- **Aesthetics.** Significant and unavoidable impacts have been identified for effects on a scenic vista and degradation of the existing visual character or quality of the project site and/or the site's surroundings, as well as for long-term changes in the visual character of the region associated with cumulative development.
- **Air Quality and Climate Change.** Significant and unavoidable impacts have been identified for a violation of an air quality standard or substantial contribution to an existing or projected air quality violation during operations, as well as for a conflict with or obstruction of implementation of applicable air quality plans.
- **Transportation, Traffic, and Circulation.** Significant and unavoidable impacts have been identified related to study intersections and study freeway facilities.

### 6.3 SELECTION OF ALTERNATIVES

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The requirement that an EIR evaluate alternatives to the proposed project or alternatives to the location of the proposed project is a broad one; the primary intent of the alternatives analysis is to disclose other ways that the objectives of the project could be attained while reducing the magnitude of, or avoiding, the environmental impacts of the proposed project. Alternatives that are included and evaluated in the EIR must be feasible alternatives. However, the CEQA Guidelines require the EIR to "set forth only those alternatives necessary to permit a reasoned choice." The CEQA Guidelines provide a definition for "a range of reasonable alternatives" and thus limit the number and type of alternatives that may need to be evaluated in a given EIR. According to the *CEQA Guidelines* Section 15126.6(f):

The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need

examine in detail only the ones that the lead agency determined could feasibly attain most of the basic objectives of the project.

First and foremost, alternatives in an EIR must be feasible. In the context of CEQA Guidelines Section 21061.1, “feasible” is defined as:

...capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.

Finally, an EIR is not required to analyze alternatives when the effects of the alternative “cannot be reasonably ascertained and whose implementation is remote and speculative.”

### **Alternatives Considered But Dismissed From Further Analysis**

Consistent with CEQA, primary consideration was given to alternatives that could reduce significant impacts, while still meeting most of the basic project objectives. Any alternative that would have impacts identical to or more severe than the proposed project, and/or that would not meet any or most of the project objectives were dismissed from further consideration. The alternatives considered but dismissed from further analysis in this EIR are discussed below.

#### **No U.S. Army Corps of Engineers (USACE) Permit Alternative**

Consistent with the FPASP EIR/EIS analysis, a No USACE Permit Alternative was considered. The No USACE Permit Alternative of the FPASP EIR/EIS was designed to avoid the placement of dredged or fill material into waters of the U.S., including wetlands and, thus, eliminating the need for a USACE Section 404 CWA permit. As a result, direct impacts to waters of the U.S. would not occur under the No USACE Permit Alternative.

The No USACE Permit Alternative would avoid the direct impacts from the fill of approximately 1.188 acres of USACE jurisdictional intermittent drainages (0.275-acre of impacts from the backbone infrastructure) within the project area expected under the proposed project. The acreage would instead be designated as open space and preserved. However, the remainder of the site would still be built out with the same land uses and intensity as the proposed project on the same site. Thus, although the No USACE Permit Alternative would reduce impacts related to jurisdictional waters, the Alternative would still result in similar impacts as the proposed project in all other environmental resource areas. In addition, according to the FPASP EIR/EIS, the No USACE Permit Alternative would require more expensive and/or time-consuming methods of construction for roadways and utilities. Modifications to the planned locations of backbone infrastructure may also be required under the No USACE Permit Alternative, which would require substantial amendments to the FPASP.

As noted previously, the purpose of an alternatives analysis is to develop alternatives to the proposed project that substantially lessen at least one of the significant environmental effects identified as a result of the project, while still meeting most, if not all, of the basic project objectives. The No USACE Permit Alternative would meet project objectives; however,

although the No USACE Permit Alternative would avoid all impacts to USACE jurisdictional waters, the proposed project's impacts related to USACE jurisdictional waters were determined to be less than significant with implementation of mitigation measures. Therefore, the No USACE Permit Alternative wouldn't be considered to substantially lessen a significant environmental effect identified as a result of the proposed project.

For the reasons discussed above, the No USACE Permit Alternative would not be a reasonably feasible alternative and was dismissed from further consideration.

### Centralized Development

Consistent with the FPASP EIR/EIS analysis, a Centralized Development Alternative was considered, which would preserve the majority of the project site as open space as shown in Figure 6-1. Commercial uses would still occur along US 50 and some residential would be located along Placerville Road. However, the Centralized Development Alternative would require substantial amendments to the approved FPASP land uses for the site. Similarly, the planned locations for backbone infrastructure, primarily for utilities, would likely need to be reconsidered, as a substantially less amount of water, wastewater, and energy services would be required for development of the site under the Centralized Development Alternative compared to the proposed project. The Centralized Development Alternative would fail to meet the majority of the project objectives. For example, the Centralized Development Alternative would still provide a mix of land uses, but the uses would not be balanced with the recreational and open space, as open space would be the dominant land use on the project site. A residential hillside community would not be developed, as only small portions of the site would be developed with residential uses, which would be on the westernmost portions of the site, rather than the more hilly terrain of the eastern portion of the site.

As noted previously, the purpose of an alternatives analysis is to develop alternatives to the proposed project that substantially lessen at least one of the significant environmental effects identified as a result of the project, while still meeting most, if not all, of the basic project objectives. While the Centralized Development Alternative would likely reduce impacts associated with buildout of the site in all environmental resources areas due to substantially less development on the site, the Alternative would require much more intensive amendments to the approved FPASP and would not meet project objectives. Therefore, the Centralized Development Alternative would not be a reasonably feasible alternative and was dismissed from further consideration.

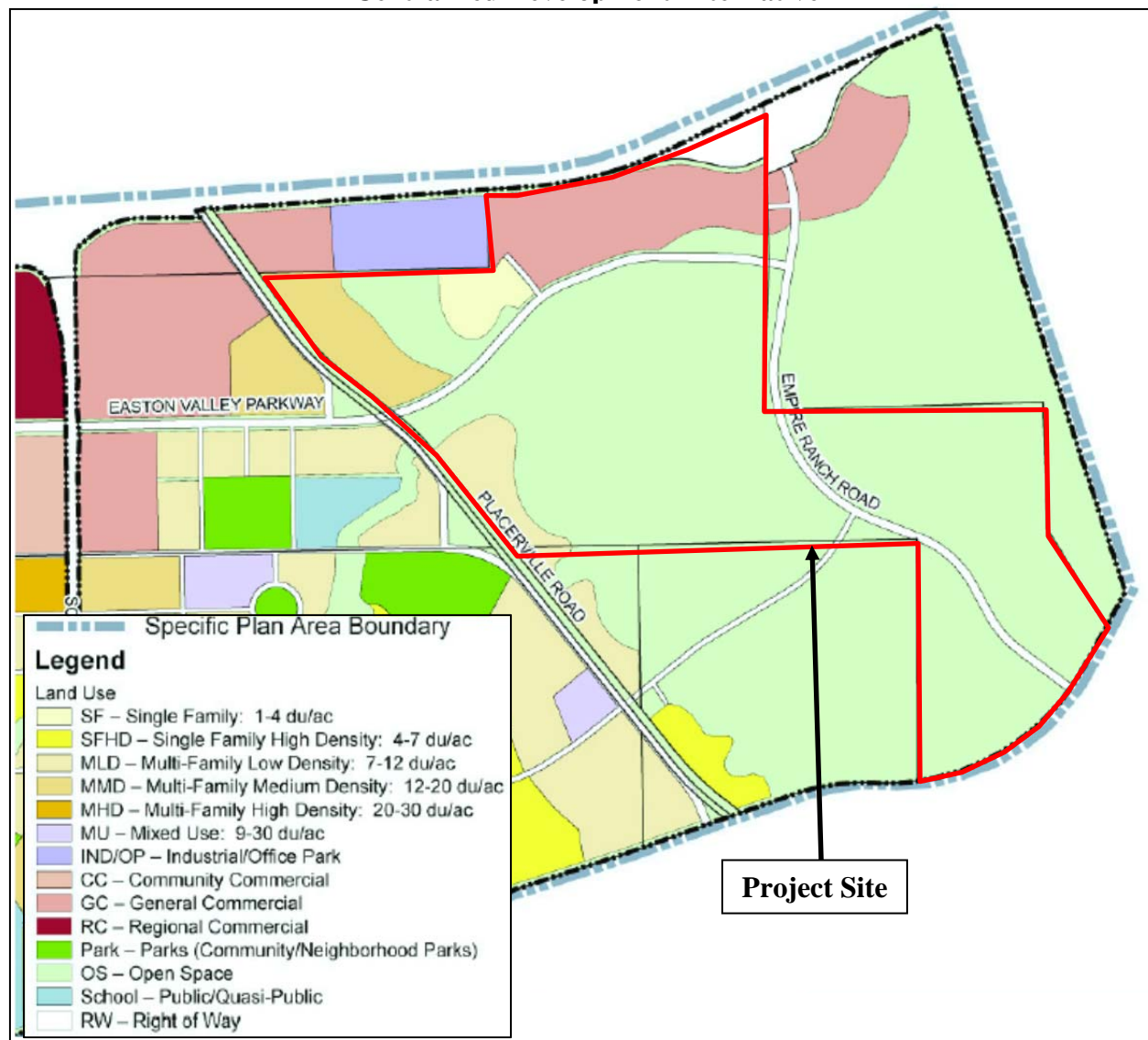
### **Alternatives Considered in this EIR**

The following alternatives are considered and evaluated in this section:

- No Project (No Build) Alternative;
- No Project (Adopted FPASP) Alternative;
- Resource Impact Minimization (Reduced Intensity) Alternative; and
- Reduced Hillside Development (Increased Density) Alternative.



**Figure 6-1**  
**Centralized Development Alternative**



Source: FPASP EIR/EIS, 2011.

CEQA requires the evaluation of the comparative impacts of the “No Project” alternative (CEQA Guidelines Section 15126.6[e]). Analysis of the no project alternative “... shall discuss [...] existing conditions [...] as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” (*Id.*, subd. [e][2]) “If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the ‘no project’ alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in the property’s existing state versus environmental effects that would occur if the project were approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this ‘no project’ consequence should be discussed. In certain instances, the no project alternative means ‘no build,’ wherein the existing environmental setting is maintained. However, where failure to proceed with the project would not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project’s non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.” (*Id.*, subd. [e][3][B]).

Per the requirements of the CEQA Guidelines, the City has decided to evaluate both a No Project (No Build) Alternative and a No Project (Adopted FPASP) with buildout pursuant to the approved FPASP land use designations. Under the No Project (No Build) Alternative, the project site would remain under current conditions. The No Project (Adopted FPASP Alternative) assumes buildout of the project site consistent with the currently approved land uses per the adopted FPASP. The City has also chosen to evaluate a Resource Impact Minimization (Reduced Intensity) Alternative and a Reduced Hillside Development (Increased Density) Alternative. The Resource Impact Minimization (Reduced Intensity) Alternative would involve development of the proposed project, but with fewer residential units and more acreage for open space compared to the proposed project. The Reduced Hillside Development (Increased Density) Alternative would involve development of the proposed project with the same number of residential units, but with an increased density. The increase in residential density would reduce the residential acreage for the site, which would be transferred and preserved as open space under the Reduced Hillside Development (Increased Density) Alternative.

Each of the project alternatives are described in further detail below with analyses of each alternative’s impacts with regards to each environmental resources area. A comparison of the environmental impacts resulting from the considered alternatives and the proposed project is provided in Table 6-2.

### **No Project (No Build) Alternative**

The No Project (No Build) Alternative is defined in this section as the continuation of the existing conditions of the project site, which is currently vacant and undeveloped. The No Project (No Build) Alternative would not meet any of the project objectives because the site would not be developed with a mix of private and public land uses, balanced with active and passive recreational and open space that integrates housing with increased public open spaces.

Because the site would not introduce any new structures or buildings on the site under the No Project (No Build) Alternative, modifications to the existing visual character or quality of the site or surroundings, creation of any new sources of light or glare, changes to views of or from scenic vistas, or changes to scenic resources would not occur. Thus, aesthetic impacts under the No Project (No Build) Alternative would not occur.

Because development of the site would not occur, land disturbance and any associated physical environmental impacts would not occur. As such, construction activities would not be involved and all associated short-term, construction-related air pollutant emissions would not occur. As development would not occur on the site, emissions associated with operations, such as mobile and stationary sources (e.g., heating mechanisms, landscaping equipment, and consumer products) would not occur. Similarly, sources of greenhouse gas (GHG) would not occur on-site under the No Project (No Build) Alternative, and sources of objectionable odors in the area do not exist. Therefore, air quality impacts would not occur with implementation of the No Project (No Build) Alternative.

In addition, because land disturbance would not occur under the No Project (No Build) Alternative, impacts to any potential biological resources on-site or in the project vicinity would not occur. For the same reason, a potential to affect any cultural resources on-site or in the project vicinity would not occur. Thus, impacts related to biological and cultural resources would not occur.

Because changes to the existing land uses on the project site would not occur, and the site would remain undeveloped, the No Project (No Build) Alternative would have no impacts on land use and planning. The existing ambient noise levels would not be modified with implementation of the No Project (No Build) Alternative, thus, resulting in no noise impacts. As an increase in population would not occur as a result of the No Project (No Build) Alternative, the current demand on public services or utilities in the area would not be modified, and associated impacts would not occur. In addition, the No Project (No Build) Alternative would not alter the existing drainage pattern of the site or surrounding area, create or contribute an increase in runoff water, provide additional sources of polluted runoff, result in the degradation of water quality, or affect groundwater supply or quality. Thus, impacts related to hydrology and water quality of the site and surrounding area would not occur under the No Project (No Build) Alternative.

Transportation, traffic, and circulation in the project vicinity would not be modified under the No Project (No Build) Alternative; thus, all associated impacts such as short-term increases in traffic related to construction activities, increased vehicle traffic at nearby intersections, on area roadways, and freeway facilities, and effects on alternative modes of transportation would not occur.

Therefore, implementation of the No Project (No Build) Alternative would result in fewer overall impacts compared to that of the proposed project. For a summary of the impacts resulting from the No Project (No Build) Alternative in comparison with the proposed project and the other project alternatives, see Table 6-2.

## **No Project (Adopted FPASP) Alternative**

Consistent with the adopted FPASP land use designations, the No Project (Adopted FPASP) Alternative would involve development of 574 single-family (SF) residential units, 139 multi-family low-density (MLD) residential units, 406 multi-family medium-density (MMD) residential units, 380,061 square feet of general commercial (GC) development, 98.7 acres of open space (OS), 6.5 acres of parks (P), and 2.8 acres of public/quasi-public (P-QP) uses on the project site. Buildout of the site per the No Project (Adopted FPASP) Alternative would result in 244 more residential units than the proposed project and 380,061 square feet of GC uses, which is not included in the proposed project.

The No Project (Adopted FPASP) Alternative would achieve several of the proposed project's objectives related to providing a mix of private and public land uses, creating a residential community with a range of lot sizes and home types, accommodating projected regional growth, placing residential uses near existing jobs and services, creating pedestrian-friendly development, and constructing backbone infrastructure improvements. However, in comparison to the proposed project, the No Project (Adopted FPASP) Alternative would not result in a reduction in commercial zoning, would increase density while decreasing open space, would not modify internal circulation in an attempt to avoid protected resources, and would not minimize traffic, sewer and other infrastructure impacts.

Detailed discussions of impacts to each environmental resource area as a result of buildout of the site per the No Project (Adopted FPASP) Alternative in comparison to that of the proposed project are presented below.

### Aesthetics

The No Project (Adopted FPASP) Alternative would involve development of the project site with predominantly similar uses as the proposed project. As such, the same potential to affect a scenic vista, degrade the existing visual character or quality of the project site and/or the site's surroundings, and contribution to cumulative aesthetic impacts would occur as the proposed project. Accordingly, the significant and unavoidable impact identified for the proposed project would still occur under the No Project (Adopted FPASP) Alternative. However, the GC uses included in the No Project (Adopted FPASP) Alternative would likely require more intensive lighting than that required for residential uses, due to parking lots, signage, and security. Thus, the No Project (Adopted FPASP) Alternative would likely result in slightly greater impacts related to the creation of new sources of light or glare compared to the proposed project. Therefore, the No Project (Adopted FPASP) Alternative's impacts related to aesthetics would be slightly greater than those of the proposed project.

### Air Quality and Climate Change

Buildout of the site per the No Project (Adopted FPASP) Alternative would result in 244 more residential units than the proposed project and 380,061 square feet of GC uses, which is not included in the proposed project. Because development would occur over the same site and over a similar area of disturbance, similar construction emissions would be expected to occur

associated with buildout of the No Project (Adopted FPASP) Alternative as the proposed project. However, due to the greater number of residential units and inclusion of GC uses, the No Project (Adopted FPASP) Alternative would result in higher operational criteria air pollutant and GHG emissions than estimated for the proposed project, as discussed further in the Air Quality and Climate Change chapter of this EIR and reiterated in Table 6-1 below. The emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 software.

| <b>Table 6-1<br/>No Project (Adopted FPASP) Alternative Emissions</b> |   |                                       |               |
|---|---|---------------------------------------|---------------|
| <b>Pollutant</b>  | <b>No Project (Adopted FPASP)<br/>Alternative Emissions</b> | <b>Proposed Project<br/>Emissions</b> | <b>Change</b> |
| <b>OPERATIONAL (lbs/day)</b>  |   |                                       |               |
| NO <sub>x</sub>   | 242.28  | 107.84                                | -134.44       |
| ROG   | 162.96  | 91.67                                 | -71.29        |
| <b>GHG (MTCO<sub>2e</sub>/yr)</b>                                     |   |                                       |               |
| Total Annual GHG Emissions  | 51,810.93   | 25,288.61                             | -26,522.32    |
| <i>Source: CalEEMod, October 2014.</i>                                |   |                                       |               |

As a result, the No Project (Adopted FPASP) Alternative would result in greater impacts associated with a violation of air quality standards, a contribution to an existing or projected air quality violation during operations, a conflict with obstruction of implementation of applicable air quality plans, and generation of GHG emissions that may have a significant impact on the environment and/or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. The significant and unavoidable impact identified for the proposed project would remain under the No Project (Adopted FPASP) Alternative.

The greater number of residential units and inclusion of GC uses per the No Project (Adopted FPASP) Alternative would subsequently result in an associated increase in vehicle trips and regional vehicle miles traveled (VMT) from what is anticipated for the proposed project. The increase in vehicle trips and VMT could result in worsened traffic conditions on area roadways, which could cause higher localized carbon monoxide (CO) emissions at nearby intersections. Thus, the potential for sensitive receptors to be exposed to localized CO concentrations would be higher than that of the proposed project. The GC uses could include distribution centers, which are associated with high levels of diesel particulate matter (DPM), which is considered a Toxic Air Contaminant (TAC). Accordingly, the No Project (Adopted FPASP) Alternative could potentially result in greater impacts associated with exposure of sensitive receptors to TACs than the proposed project. However, the potential for exposure of sensitive receptors to TACs associated with construction activities, freeway traffic, and naturally occurring asbestos (NOA) would be similar under the No Project (Adopted FPASP) Alternative to the proposed project.

Examples of common land use types that typically generate significant odor impacts include, but are not limited to, the following: wastewater treatment plants; sanitary landfills; composting/green waste facilities; recycling facilities; petroleum refineries; chemical manufacturing plants; painting/coating operations; rendering plants; and food packaging plants. The No Project (Adopted FPASP) Alternative, similar to the proposed project, would not

introduce any such land uses and would not be located in the vicinity of any existing or planned such land uses. Thus, the No Project (Adopted FPASP) Alternative's impacts related to odors would be similar to the proposed project.

Overall, the No Project (Adopted FPASP) Alternative would result in greater air quality and climate change impacts than the proposed project, including exacerbating the significant and unavoidable impacts related to operational criteria air pollutant emissions.

### Biological Resources

Because the No Project (Adopted FPASP) Alternative would be developed on the same site as the proposed project and would involve development over the same amount of acreage, the No Project (Adopted FPASP) Alternative would have the same potential to impact on-site biological resources as the proposed project, including special-status plant species, federally-listed vernal pool invertebrates, western spadefoot toad, western pond turtle, Swainson's hawk foraging and nesting habitat, burrowing owl, tricolored blackbird, other raptors and migratory birds, special-status bats, American badger, riparian habitat or other sensitive natural community, native, resident, or migratory fish or wildlife species or established wildlife corridors, and conflicts with local policies or ordinances. Thus, the same mitigation measures would be required for the No Project (Adopted FPASP) Alternative as the proposed project in order to reduce impacts. Overall, impacts related to biological resources would be slightly reduced under the No Project (Adopted FPASP) Alternative, as compared to the proposed project.

### Cultural Resources

Because the No Project (Adopted FPASP) Alternative would be developed on the same site as the proposed project and would involve development over the same amount of acreage, the No Project (Adopted FPASP) Alternative would result in similar impacts as the proposed project related to cultural resources. For example, the No Project (Adopted FPASP) Alternative would, similar to the proposed project, not be able to avoid impacts to on-site historical resources. In addition, the same potential exists as the proposed project for the loss of previously unknown unique archaeological and paleontological resources or human remains during ground disturbing activities. Accordingly, the same mitigation measures would be required under the No Project (Adopted FPASP) Alternative as for the proposed project in order to reduce impacts. Overall, impacts related to cultural resources would be similar under the No Project (Adopted FPASP) Alternative as the proposed project.

### Land Use and Planning

As the No Project (Adopted FPASP) Alternative would consist of the buildout of the site pursuant to the approved FPASP, the No Project (Adopted FPASP) Alternative would be consistent with what is currently planned for the project site per the applicable land use plans, policies, and regulations. However the same impact associated with compatibility with surrounding land uses would occur under the No Project (Adopted FPASP) Alternative as the proposed project, as the No Project (Adopted FPASP) Alternative would involve buildout of urban uses on the same site as the proposed project. Overall, impacts related to land use and

planning associated with the No Project (Adopted FPASP) Alternative would be equal to those of the proposed project except for the requested amendment.

### Noise

Because development would occur over the same site and over a similar area of disturbance, similar construction-related noise and vibration would result under the No Project (Adopted FPASP) Alternative as the proposed project. However, the greater number of residential units and inclusion of GC uses per the No Project (Adopted FPASP) Alternative would subsequently result in an associated increase in vehicle trips from what is anticipated for the proposed project. The increase in vehicle trips would cause more traffic on area roadways, which would cause an associated increase in traffic-related noise in the area. Thus, impacts under the No Project (Adopted FPASP) Alternative would be greater than the proposed project associated with transportation noise and vibration at existing and new sensitive receptors, and mitigation measures would still be required to reduce impacts. The GC uses included in the No Project (Adopted FPASP) Alternative could involve operations that would generate noise (e.g., delivery trucks, loading docks, heating, ventilation, and air-conditioning units, etc.) in excess of what is anticipated for the proposed project. As such, the No Project (Adopted FPASP) Alternative has the potential to result in impacts associated with operational noise greater than what is anticipated for the proposed project.

Overall, the No Project (Adopted FPASP) Alternative would result in greater noise impacts than the proposed project.

### Public Services, Utilities, and Hydrology

Buildout of the site per the No Project (Adopted FPASP) Alternative would result in 244 more residential units than the proposed project and 380,061 square feet of GC uses, which is not included in the proposed project. The greater number of residential units and the inclusion of GC uses would result in the generation of a higher service population than anticipated for the proposed project. The greater service population would require a greater demand for public services and utilities than that of the proposed project, including water supply, treatment, and distribution services, wastewater collection and treatment services, solid waste services, police and fire protection services, school and library services, parks and recreation facilities, electricity, natural gas, and other dry utilities. It should be noted that the No Project (Adopted FPASP) Alternative would be subject to the same requirements related to public services and utilities impacts, such as payment of applicable fees.

As the No Project (Adopted FPASP) Alternative would occur over the same site and over a similar area of disturbance, the potential to alter the drainage pattern of the site or area, or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage system would be similar to the proposed project. In addition, as construction activities would be similar to the proposed project, the No Project (Adopted FPASP) Alternative would result in the same potential to create or contribute additional sources of polluted runoff, violate water quality standards or waste discharge requirements, or otherwise degrade water quality during construction as the proposed project.

Similar to the proposed project, the No Project (Adopted FPASP) Alternative would connect to the City of Folsom water system, which is supplied exclusively from surface water obtained from Folsom Lake. Thus, groundwater supplies would not be used and would not be depleted as a result of the No Project (Adopted FPASP) Alternative. In addition, the No Project (Adopted FPASP) Alternative would be required to utilize a low-impact development (LID) approach to stormwater management, which would promote infiltration of stormwater and allow for groundwater recharge.

Overall, the No Project (Adopted FPASP) Alternative would result in greater impacts than the proposed project associated with public services, utilities, and hydrology.

### Transportation, Traffic, and Circulation

Because development would occur over the same site and over a similar area of disturbance, similar short-term construction-related traffic impacts would be similar under the No Project (Adopted FPASP) Alternative to the proposed project, and the same mitigation measure would be required to reduce impacts. However, the greater number of residential units and inclusion of GC uses per the No Project (Adopted FPASP) Alternative would subsequently result in an associated increase in vehicle trips from what is anticipated for the proposed project. The increase in vehicle trips would cause more traffic on area roadways, which could result in greater impacts than the proposed project related to study intersections and freeway facilities. Similar mitigation measures would be required; however, the significant and unavoidable impacts identified for the proposed project would still occur with the No Project (Adopted FPASP) Alternative.

As the No Project (Adopted FPASP) Alternative would generate a higher service population than the proposed project, the associated use of bicycle and pedestrian facilities, as well as the transit system, would likely be higher than that of the proposed project. Thus, impacts to such facilities and services could be greater under the No Project (Adopted FPASP) Alternative than the proposed project.

Cumulative impacts would be expected to be similar under the No Project (Adopted FPASP) Alternative to the proposed project, as the same cumulative setting would apply to both conditions.

Overall, the No Project (Adopted FPASP) Alternative would result in greater impacts related to transportation, traffic, and circulation as compared to the proposed project, including exacerbating the significant and unavoidable impacts to study intersections and freeway facilities.

### **Resource Impact Minimization (Reduced Intensity) Alternative**

The Resource Impact Minimization (Reduced Intensity) Alternative would involve development of the proposed project, but with 25 percent fewer residential units (i.e., 657 units) and 25 percent more acreage for open space compared to the proposed project. The remainder of the site would be built out similar to the proposed project. Buildout of the site per the Resource Impact



Minimization (Reduced Intensity) Alternative would result in 218 fewer residential units than the proposed project.

The Resource Impact Minimization (Reduced Intensity) Alternative would achieve the proposed project's objectives, including those related to creating a residential community with a range of lot sizes and home types, placing residential uses near existing jobs and services, creating pedestrian-friendly development, as well as designing a residential community that promotes community, reduces commercial zoning, reduces density, and increases open space. However, the Resource Impact Minimization (Reduced Intensity) Alternative would result in a reduction in density, which would subsequently result in a reduction in the variety of the mix of uses in comparison to the proposed project. Thus, the Alternative would not meet the project's objectives related to providing a mix of private and public land uses, accommodating regional growth contemplated by the SACOG Blueprint, or balancing residential and commercial development consistent with SACOG Blueprint jobs/housing balance objectives. In addition, because the Resource Impact Minimization (Reduced Intensity) Alternative would result in fewer residential units than the proposed project, the cost of installing and constructing the necessary infrastructure to support buildout of the Alternative would be less economically feasible, cost effective, and efficient than the proposed project.

Detailed discussions of impacts to each environmental resource area as a result of buildout of the site per the Resource Impact Minimization (Reduced Intensity) Alternative in comparison to that of the proposed project are presented below.

#### Aesthetics

The Resource Impact Minimization (Reduced Intensity) Alternative would involve development of the project site with the same types of land uses as the proposed project. As such, the same potential to affect a scenic vista, degrade the existing visual character or quality of the project site and/or the site's surroundings, create new sources of light or glare, and contribution to cumulative aesthetic impacts would occur as the proposed project. Therefore, the Resource Impact Minimization (Reduced Intensity) Alternative's impacts related to aesthetics would be similar to those of the proposed project, including the significant and unavoidable impact.

#### Air Quality and Climate Change

Because the Resource Impact Minimization (Reduced Intensity) Alternative would involve fewer residential units and more open space, the overall area of disturbance for development of the Alternative would likely be less than that of the proposed project. As a result, construction-related emissions would likely be slightly less than what is expected for the proposed project. In addition, buildout of 218 fewer residential units than the proposed project per the Resource Impact Minimization (Reduced Intensity) Alternative would result in fewer operational criteria air pollutant and greenhouse gas (GHG) emissions than estimated for the proposed project. As a result, the Resource Impact Minimization (Reduced Intensity) Alternative would result in fewer impacts associated with a violation of air quality standards, a contribution to an existing or projected air quality violation during operations, a conflict with obstruction of implementation of applicable air quality plans, and generation of GHG emissions that may have a significant impact

on the environment and/or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. It should be noted, however, that the significant and unavoidable impact identified for the proposed project would remain under the Resource Impact Minimization (Reduced Intensity) Alternative.

The reduced number of residential units per the Resource Impact Minimization (Reduced Intensity) Alternative would subsequently result in an associated decrease in vehicle trips and regional vehicle miles traveled (VMT) from what is anticipated for the proposed project. The decrease in vehicle trips and VMT could result in slightly improved traffic conditions on area roadways, which could reduce the potential for localized CO emissions at nearby intersections. Thus, the potential for sensitive receptors to be exposed to localized CO concentrations would be less than that of the proposed project. However, as the Resource Impact Minimization (Reduced Intensity) Alternative would involve similar development on the same site as the proposed project, the potential for exposure of sensitive receptors to TACs associated with construction activities, freeway traffic, and naturally occurring asbestos (NOA) would be similar under the Resource Impact Minimization (Reduced Intensity) Alternative to the proposed project.

Because the Resource Impact Minimization (Reduced Intensity) Alternative would involve development of the project site with the same types of land uses as the proposed project on the same site, impacts associated with objectionable odors would be the same under the Resource Impact Minimization (Reduced Intensity) Alternative as the proposed project.

Overall, the Resource Impact Minimization (Reduced Intensity) Alternative would result in fewer air quality and climate change impacts than the proposed project, but would still result in significant and unavoidable impacts related to operational criteria air pollutant emissions.

### Biological Resources

Because the Resource Impact Minimization (Reduced Intensity) Alternative would involve fewer residential units and more open space, the overall area of disturbance for development of the Alternative would likely be less than that of the proposed project. As a result, the potential for the Resource Impact Minimization (Reduced Intensity) Alternative to impact on-site biological resources would likely be less than the proposed project. However, similar mitigation measures would still be required to ensure impacts would be reduced. Nonetheless, overall, impacts related to biological resources would be slightly fewer under the Resource Impact Minimization (Reduced Intensity) Alternative, as compared to the proposed project.

### Cultural Resources

Because the Resource Impact Minimization (Reduced Intensity) Alternative would involve fewer residential units and more open space, the overall area of disturbance for development of the Alternative would likely be less than that of the proposed project. As a result, the potential for the Resource Impact Minimization (Reduced Intensity) Alternative to disrupt or destroy previously unknown unique archaeological and paleontological resources or human remains during ground disturbing activities would likely be less than the proposed project. However, similar mitigation measures would still be required to ensure impacts would be reduced. The

Resource Impact Minimization (Reduced Intensity) Alternative would, similar to the proposed project, not be expected to be able to avoid impacts to on-site historical resources. Nonetheless, overall, impacts related to cultural resources would be slightly fewer under the Resource Impact Minimization (Reduced Intensity) Alternative as the proposed project.

### Land Use and Planning

As the Resource Impact Minimization (Reduced Intensity) Alternative would consist of buildout of the site similar to the proposed project, with the exception of the reduction in residential units and increase in open space, similar impacts as the proposed project would occur related to compatibility with surrounding land uses and consistency with applicable land use plans, policies, and regulations. Therefore, overall impacts related to land use and planning associated with the Resource Impact Minimization (Reduced Intensity) Alternative would be similar to the proposed project.

### Noise

Because the Resource Impact Minimization (Reduced Intensity) Alternative would involve fewer residential units and more open space, the overall area of disturbance for development of the Alternative would likely be less than that of the proposed project. Consequently, slightly less construction-related noise and vibration would be expected to result under the Resource Impact Minimization (Reduced Intensity) Alternative as the proposed project. In addition, the fewer number of residential units per the Resource Impact Minimization (Reduced Intensity) Alternative would subsequently result in an associated reduction in vehicle trips from what is anticipated for the proposed project. The reduction in vehicle trips would cause less traffic on area roadways, which would result in an associated decrease in traffic-related noise in the area, as compared to the proposed project. Thus, impacts under the Resource Impact Minimization (Reduced Intensity) Alternative would be fewer than the proposed project associated with transportation noise and vibration at existing and new sensitive receptors; however, mitigation measures would still be required to reduce impacts. As the Resource Impact Minimization (Reduced Intensity) Alternative would involve the same types of land uses on the site, impacts related to operational noise would be expected to be similar to the proposed project.

Overall, the Resource Impact Minimization (Reduced Intensity) Alternative would result in fewer noise impacts than the proposed project.

### Public Services, Utilities, and Hydrology

Buildout of the site per the Resource Impact Minimization (Reduced Intensity) Alternative would result in 218 fewer residential units than the proposed project. The reduced number of residential units would result in the generation less population than anticipated for the proposed project. A smaller population would require a lesser demand for public services and utilities than that of the proposed project, including water supply, treatment, and distribution services, wastewater collection and treatment services, solid waste services, police and fire protection services, school and library services, parks and recreation facilities, electricity, natural gas, and other dry utilities. Nonetheless, the Resource Impact Minimization (Reduced Intensity)

Alternative would be subject to the same requirements related to public services and utilities impacts, such as payment of applicable fees.

The overall area of disturbance for development of the Resource Impact Minimization (Reduced Intensity) Alternative would likely be less than that of the proposed project. Accordingly, the amount of impervious surfaces would be expected to be less than that of the proposed project under the Resource Impact Minimization (Reduced Intensity) Alternative, which would result in a lesser potential to alter the drainage pattern of the site or area, or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage system. Similarly, as construction activities would likely occur over a smaller disturbance area, the Resource Impact Minimization (Reduced Intensity) Alternative would result in the a lesser potential to create or contribute additional sources of polluted runoff, violate water quality standards or waste discharge requirements, or otherwise degrade water quality during construction as the proposed project.

Similar to the proposed project, the Resource Impact Minimization (Reduced Intensity) Alternative would connect to the City of Folsom water system, which is supplied exclusively from surface water obtained from Folsom Lake. Thus, groundwater supplies would not be used and would not be depleted as a result of the Resource Impact Minimization (Reduced Intensity) Alternative. In addition, the Resource Impact Minimization (Reduced Intensity) Alternative would be required to utilize a low-impact development (LID) approach to stormwater management, which would promote infiltration of stormwater and allow for groundwater recharge.

Overall, the Resource Impact Minimization (Reduced Intensity) Alternative would result in fewer impacts than the proposed project associated with public services, utilities, and hydrology.

#### Transportation, Traffic, and Circulation

As the overall area of disturbance for development of the Resource Impact Minimization (Reduced Intensity) Alternative would be less than that of the proposed project, the associated short-term construction-related traffic impacts would likely be slightly less under the Resource Impact Minimization (Reduced Intensity) Alternative than the proposed project. However, the same mitigation measure would still be required to reduce impacts. The reduction in residential units per Resource Impact Minimization (Reduced Intensity) Alternative would subsequently result in an associated decrease in vehicle trips from what is anticipated for the proposed project. The decrease in vehicle trips would cause less traffic on area roadways, which could result in fewer impacts than the proposed project related to study intersections and freeway facilities. Similar mitigation measures as required for the proposed project would still be required under the Resource Impact Minimization (Reduced Intensity) Alternative, and the significant and unavoidable impacts identified for the proposed project would still be expected to occur.

As the Resource Impact Minimization (Reduced Intensity) Alternative would generate less population than the proposed project, the associated use of bicycle and pedestrian facilities, as well as the transit system, would likely be less than that of the proposed project. Thus, impacts to

such facilities and services could be fewer under the Resource Impact Minimization (Reduced Intensity) Alternative than the proposed project.

Cumulative impacts would be expected to be similar under the Resource Impact Minimization (Reduced Intensity) Alternative to the proposed project, as the same cumulative setting would apply to both conditions.

Overall, the Resource Impact Minimization (Reduced Intensity) Alternative would result in fewer impacts related to transportation, traffic, and circulation as compared to the proposed project, but would still be expected to result in significant and unavoidable impacts to study intersections and freeway facilities.

### **Reduced Hillside Development (Increased Density) Alternative**

The Reduced Hillside Development (Increased Density) Alternative would involve the same land uses as the proposed project, but with the residential units built out according to the maximum allowable density per residential land use designation. The difference in acreage associated with the decrease in residential development footprint would be designated and preserved as open space. Accordingly, the Reduced Hillside Development (Increased Density) Alternative would result in more dwelling units per acre within the project site, concentrating development in particular locations, leaving more acreage as undeveloped open space.

The Reduced Hillside Development (Increased Density) Alternative would achieve some of the proposed project's objectives, including those related to providing a mix of private and public land uses, creating a residential community with a range of lot sizes and home types, accommodating projected regional growth, placing residential uses near existing jobs and services, creating pedestrian-friendly development, constructing backbone infrastructure improvements, as well as designing a residential community that promotes community, reduces commercial zoning, and increases open space. However, the Reduced Hillside Development (Increased Density) Alternative would not meet the project's objectives related to developing a residential hillside community that would allow for lower density development or developing a project that reduces impacts to sensitive environmental resources by reducing density, increasing open space, and modifying internal circulation to avoid protected resources.

Detailed discussions of impacts to each environmental resource area as a result of buildout of the site per the Reduced Hillside Development (Increased Density) Alternative in comparison to that of the proposed project are presented below.

#### Aesthetics

The Reduced Hillside Development (Increased Density) Alternative would involve development of the project site the same types of land uses as the proposed project. As such, the same potential to affect a scenic vista, degrade the existing visual character or quality of the project site and/or the site's surroundings, create new sources of light or glare, and contribution to cumulative aesthetic impacts would occur as the proposed project. Therefore, the Reduced

Hillside Development (Increased Density) Alternative's impacts related to aesthetics would be similar to those of the proposed project, including the significant and unavoidable impact.

#### Air Quality and Climate Change

Buildout of the site per the Reduced Hillside Development (Increased Density) Alternative would result in the same number of residential units as the proposed project, but over a smaller residential development footprint. Because the Reduced Hillside Development (Increased Density) Alternative would involve a smaller overall area of disturbance than the proposed project, construction-related emissions would likely be slightly less than what is expected for the proposed project.

As the Reduced Hillside Development (Increased Density) Alternative would involve buildout of the same types of land uses as the proposed project with the same number of residential units, the operational criteria air pollutant and greenhouse gas (GHG) emissions would be similar to those estimated for the proposed project. As a result, the Reduced Hillside Development (Increased Density) Alternative would result in similar impacts as the proposed project associated with a violation of air quality standards, a contribution to an existing or projected air quality violation during operations, a conflict with obstruction of implementation of applicable air quality plans, and generation of GHG emissions that may have a significant impact on the environment and/or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. The significant and unavoidable impact identified for the proposed project would remain under the Reduced Hillside Development (Increased Density) Alternative.

Because the same number of residential units would occur under the Reduced Hillside Development (Increased Density) Alternative as the proposed project, the same number of associated vehicle trips and VMT would occur. As such, similar traffic conditions would be expected on area roadways. However, concentrating development in particular locations could cause higher amounts of traffic on the roadways and intersections nearest the concentrated development areas, which could result in a higher potential for localized CO emissions. Thus, the potential for sensitive receptors to be exposed to localized CO concentrations per the Reduced Hillside Development (Increased Density) Alternative could be higher than that of the proposed project. However, as the Reduced Hillside Development (Increased Density) Alternative would involve similar development on the same site as the proposed project, the potential for exposure of sensitive receptors to TACs associated with construction activities, freeway traffic, and naturally occurring asbestos (NOA) would be similar to the proposed project.

Because the Reduced Hillside Development (Increased Density) Alternative would involve development of the project site with the same types of land uses as the proposed project on the same site, impacts associated with objectionable odors would be the same under the Reduced Hillside Development (Increased Density) Alternative as the proposed project.

Overall, the Reduced Hillside Development (Increased Density) Alternative would result in similar air quality and climate change impacts as the proposed project, and would still result in significant and unavoidable impacts related to operational criteria air pollutant emissions.

## Biological Resources

Because the Reduced Hillside Development (Increased Density) Alternative would involve development of the same number of residential units, but on a smaller footprint, and more open space than the proposed project, the overall area of disturbance for development of the Alternative would likely be less than that of the proposed project. As a result, the potential for the Reduced Hillside Development (Increased Density) Alternative to impact on-site biological resources would likely be less than the proposed project. However, similar mitigation measures would still be required to ensure impacts would be reduced. Nonetheless, overall, impacts related to biological resources would be slightly fewer under the Reduced Hillside Development (Increased Density) Alternative, as compared to the proposed project.

## Cultural Resources

Because the Reduced Hillside Development (Increased Density) Alternative would involve development of the same number of residential units, but on a smaller footprint, and more open space than the proposed project, the overall area of disturbance for development of the Alternative would likely be less than that of the proposed project. As a result, the potential for the Reduced Hillside Development (Increased Density) Alternative to disrupt or destroy previously unknown unique archaeological and paleontological resources or human remains during ground disturbing activities would likely be less than the proposed project. However, similar mitigation measures would still be required to ensure impacts would be reduced. The Reduced Hillside Development (Increased Density) Alternative would, similar to the proposed project, not be expected to be able to avoid impacts to on-site historical resources. Nonetheless, overall, impacts related to cultural resources would be slightly fewer under the Reduced Hillside Development (Increased Density) Alternative than the proposed project.

## Land Use and Planning

The Reduced Hillside Development (Increased Density) Alternative would consist of buildout of the site similar to the proposed project, with the exception of an increase in residential density. However, the increased density would remain within the allowable density range for each land use designation. Accordingly, similar impacts as the proposed project would occur under the Reduced Hillside Development (Increased Density) Alternative related to compatibility with surrounding land uses and consistency with applicable land use plans, policies, and regulations. Therefore, overall impacts related to land use and planning associated with the Reduced Hillside Development (Increased Density) Alternative would be similar to the proposed project.

## Noise

Because the Reduced Hillside Development (Increased Density) Alternative would involve development of the same number of residential units, but on a smaller footprint, and more open space than the proposed project, the overall area of disturbance for development of the Alternative would likely be less than that of the proposed project. As a result, slightly less construction-related noise and vibration would be expected to result under the Reduced Hillside Development (Increased Density) Alternative, as compared to the proposed project.

Because the same number of residential units would occur under the Reduced Hillside Development (Increased Density) Alternative as the proposed project, the same number of associated vehicle trips and VMT would occur. As such, similar traffic conditions would be expected on area roadways, which would result in similar traffic-related noise in the area, as compared to the proposed project. Thus, impacts under the Reduced Hillside Development (Increased Density) Alternative would be similar to the proposed project associated with transportation noise and vibration at existing and new sensitive receptors, and mitigation measures would still be required to reduce impacts. As the Reduced Hillside Development (Increased Density) Alternative would involve similar development as the proposed project, impacts related to operational noise would be expected to be similar as well.

Overall, the Reduced Hillside Development (Increased Density) Alternative would result in similar noise impacts than the proposed project.

#### Public Services, Utilities, and Hydrology

Buildout of the site per the Reduced Hillside Development (Increased Density) Alternative would result in the same number of residential units as the proposed project. Accordingly, the same population would be generated by the Reduced Hillside Development (Increased Density) Alternative as the proposed project. Consequently, the demand for public services and utilities, including water supply, treatment, and distribution services, wastewater collection and treatment services, solid waste services, police and fire protection services, school and library services, parks and recreation facilities, electricity, natural gas, and other dry utilities would be the same under the Reduced Hillside Development (Increased Density) Alternative as the proposed project.

The overall development footprint area of the Reduced Hillside Development (Increased Density) Alternative would be less than that of the proposed project. Accordingly, the amount of impervious surfaces would be expected to be less than that of the proposed project under the Reduced Hillside Development (Increased Density) Alternative, which would result in a lesser potential to alter the drainage pattern of the site or area, or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage system. Similarly, as construction activities would likely occur over a smaller disturbance area, the Reduced Hillside Development (Increased Density) Alternative would result in the a lesser potential to create or contribute additional sources of polluted runoff, violate water quality standards or waste discharge requirements, or otherwise degrade water quality during construction as the proposed project.

Similar to the proposed project, the Reduced Hillside Development (Increased Density) Alternative would connect to the City of Folsom water system, which is supplied exclusively from surface water obtained from Folsom Lake. Thus, groundwater supplies would not be used and would not be depleted as a result of the Reduced Hillside Development (Increased Density) Alternative. In addition, the Reduced Hillside Development (Increased Density) Alternative would be required to utilize a low-impact development (LID) approach to stormwater management, which would promote infiltration of stormwater and allow for groundwater recharge.



Overall, the Reduced Hillside Development (Increased Density) Alternative would result in slightly fewer impacts than the proposed project associated with public services, utilities, and hydrology.

#### Transportation, Traffic, and Circulation

As the overall development footprint and area of disturbance for the Reduced Hillside Development (Increased Density) Alternative would be less than that of the proposed project, the associated short-term construction-related traffic impacts would likely be slightly less under the Reduced Hillside Development (Increased Density) Alternative than the proposed project. However, the same mitigation measure would still be required to reduce impacts.

Because the same number of residential units would occur under the Reduced Hillside Development (Increased Density) Alternative as the proposed project, the same number of associated vehicle trips and VMT would occur. As such, the same traffic conditions would be expected on area roadways as a result of the Reduced Hillside Development (Increased Density) Alternative, and similar impacts as the proposed project related to study intersections and freeway facilities would occur. Similar mitigation measures as required for the proposed project would still be required under the Reduced Hillside Development (Increased Density) Alternative, and the significant and unavoidable impacts identified for the proposed project would still be expected to occur.

As the Reduced Hillside Development (Increased Density) Alternative would generate the same population as the proposed project, the associated use of bicycle and pedestrian facilities, as well as the transit system, would likely be similar to that of the proposed project. Thus, impacts to such facilities and services could be similar under the Reduced Hillside Development (Increased Density) Alternative to the proposed project.

Cumulative impacts would be expected to be similar under the Reduced Hillside Development (Increased Density) Alternative to the proposed project, as the same cumulative setting would apply to both conditions.

Overall, the Reduced Hillside Development (Increased Density) Alternative would result in similar impacts related to transportation, traffic, and circulation as compared to the proposed project, and would still be expected to result in significant and unavoidable impacts to study intersections and freeway facilities.

## **6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

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An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states, “If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

A comparison of the proposed project to the four alternatives discussed in detail above is illustrated in Table 6-2, below. Although the No Project (No Build) Alternative would result in no impact in all resources areas, the No Project (No Build) Alternative would not satisfy the project objectives. Similarly, the No Project (Adopted FPASP) Alternative would not satisfy the project objectives. In addition, the No Project (Adopted FPASP) Alternative would result in greater impacts than the proposed project related to five environmental resource areas. Of the alternatives analyzed, the Resource Impact Minimization (Reduced Intensity) Alternative and the Reduced Hillside Development (Increased Density) Alternative would satisfy the greatest number of project objectives. As shown in the table, the Resource Impact Minimization (Reduced Intensity) Alternative would result in reduced impacts compared to the proposed project in six environmental resources areas, whereas the Reduced Hillside Development (Increased Density) Alternative would reduce impacts compared to the proposed project in three environmental resources areas.

Due to the number of impacts reduced compared to the proposed project and the satisfaction of project objectives, the Resource Impact Minimization (Reduced Intensity) Alternative would be considered the environmentally superior alternative.

**Table 6-2**  
**Alternative Environmental Impacts Comparison**

| <b>Resource Area</b>  | <b>Proposed Project</b>               | <b>No Project<br/>(No Build)<br/>Alternative</b> | <b>No Project<br/>(Adopted FPASP)<br/>Alternative</b> | <b>Resource Impact<br/>Minimization<br/>(Reduced Intensity)<br/>Alternative</b> | <b>Reduced Hillside<br/>Development<br/>(Increased Density)<br/>Alternative</b> |
|---|---------------------------------------|--|---|---|---|
| Aesthetics  | Significant and Unavoidable           | None   | Greater*  | Similar*  | Similar*  |
| Air Quality and Climate Change  | Significant and Unavoidable           | None   | Greater*  | Fewer*  | Similar*  |
| Biological Resources  | Less-Than-Significant with Mitigation | None   | Fewer   | Fewer   | Fewer   |
| Cultural Resources  | Less-Than-Significant with Mitigation | None   | Similar   | Fewer   | Fewer   |
| Land Use and Planning   | Less-Than-Significant                 | None   | Similar   | Similar   | Similar   |
| Noise   | Less-Than-Significant with Mitigation | None   | Greater   | Fewer   | Similar   |
| Public Services, Utilities, and Hydrology   | Less-Than-Significant                 | None   | Greater   | Fewer   | Fewer   |
| Transportation, Traffic, and Circulation  | Significant and Unavoidable           | None   | Greater*  | Fewer*  | Similar*  |
| No Impact = “None;” Less than Proposed Project = “Fewer;” Similar to Proposed Project = “Similar;” and Greater than Proposed Project = “Greater.” |                                       |  |   |   |   |
| * Significant and Unavoidable impact(s) determined for the proposed project would still be expected to occur under the Alternative.               |                                       |  |   |   |   |

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## 7. EIR AUTHORS AND PERSONS CONSULTED

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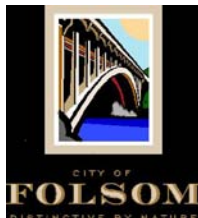
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## APPENDIX A

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# City of Folsom

**DATE:** June 6, 2014

**TO:** Governor's Office of Planning and Research / State Clearinghouse Unit,  
Responsible Agencies, Trustee Agencies, and Interested Parties

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

**APPLICANT:** The New Home Company

**SUBJECT:** Notice of Preparation of an Environmental Impact Report for the Russell Ranch Project.

The City of Folsom intends to prepare an Environmental Impact Report (EIR), consistent with the California Environmental Quality Act (CEQA), for the Russell Ranch project. In accordance with Sections 15060(d) and 15082 of the CEQA Guidelines, the City of Folsom has prepared this Notice of Preparation (NOP) to inform all responsible and trustee agencies and interested parties that an EIR will be prepared. The purpose of an NOP is to provide sufficient information about the proposed project and its potential environmental impacts to allow responsible agencies, trustee agencies, and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR. Agencies should comment on the scope and content of the environmental information that is appropriate to the agencies' statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, responses to this NOP must be sent at the earliest possible date, but not later than 5:00 p.m. on **July 7, 2014**. All comments must include full name and address in order for staff to respond appropriately and should be submitted to the City of Folsom as noted below:

Scott A. Johnson, Planning Manager  
City of Folsom  
Community Development Department  
50 Natoma Street  
Folsom, CA 95630  
Email: [sjohnson@folsom.ca.us](mailto:sjohnson@folsom.ca.us)

The project location, description, and probable environmental effects are presented below. The EIR will address the potentially significant adverse environmental effects of the proposed project and will identify feasible mitigation measures and a reasonable range of alternatives to avoid or substantially reduce the proposed project's significant adverse environmental impacts. A CEQA

public scoping meeting will be held during the 30-day NOP public review period to provide agencies and the public with an opportunity to provide comments on the scope and content of the EIR.

## **SCOPING MEETING**

**Date and Time:** June 19, 2014 at 6:00 PM

**Location:** Public Works Large Conference Room, 50 Natoma Street, Folsom, CA, 95630

## **PROJECT LOCATION**

The proposed project would be located within the City of Folsom, which is within Sacramento County, California (see Figure 1, Regional Project Location). The project site is in the southeastern section of the City of Folsom, on the southern side of Highway 50 (US 50), near the Sacramento County/El Dorado County boundary. The project site is within the eastern portion of the Hillside District of the Folsom Plan Area Specific Plan (FPASP) (see Figure 2, Project Vicinity Map), bounded by US 50 to the north, White Rock Road to the South, Placerville Road and the Union Pacific Railroad tracks to the west, and the Sacramento County line to the east. The site is identified as Sacramento County Assessor's Parcel Numbers (APN) 072-0070-033 and 072-0270-138.

The required off-site water infrastructure improvement needed to serve the proposed project would extend from the project site north to the intersection of East Bidwell and Iron Point Road. The off-site sewer infrastructure improvement needed to serve the proposed project would extend from the project site west and head north under US 50 near Prairie City Road. In addition, off-site roadways would be extended from Placerville Road west to Scott Road. Further detail regarding the off-site improvements can be found below.

## **Surrounding Land Uses**

Surrounding land uses include single-family residential development and several major retail centers across US 50 to the north; El Dorado County housing developments and the El Dorado Hills Town Center to the east; open grasslands across White Rock Road to the south; and the open grasslands to the west.

As noted above, the project is part of the approved FPASP, which is a comprehensively planned community that proposes new development based upon principles of "Smart Growth" and Transit Oriented Development. The FPASP includes a mix of residential, commercial, employment and public uses complemented by recreational amenities, including a significant system of parks and open spaces, all within close proximity to one another. The project would fit into the overall planned community, with development of the full FPASP expected to occur over approximately a thirty-year horizon.

The nearest developed residential area is located over 400 feet north of the project site, opposite of US 50. In addition, a nearby developed residential area is located approximately 850 feet to the



east of the project site, opposite of the Sacramento County/El Dorado County boundary. Russell Ranch Elementary School is located approximately 0.40-miles northeast of the project site, and Vista Del Lago High School is located approximately 0.80-miles north of the project site.

The nearest existing commercial development is north of US 50, and consists of mixed used commercial, medical offices, business professional, an existing and planned hospital, and various retail outlets.

The project site currently has the following FPASP land use designations:

- 191.6 acres of Single-Family Residential;
- 15.2 acres of Multi-Family Low Density Residential;
- 22.2 acres of Multi-Family Medium Density Residential;
- 59.5 acres of General Commercial;
- 6.5 acres of Parks;
- 10.0 acres of Elementary School;
- 1.8 acres of Public/Quasi-Public;
- 98.7 acres of Open Space; and
- 24.2 acres of Major Circulation.

### Existing Towers

The project site contains four structures (towers) located near the northeastern area of the project site with various radio and wireless telecommunication antennas attached. The northern tower is currently used by Sprint Nextel, while the central tower is used by AT&T Mobility. The two southern towers are used by three FM stations (106.5, 100.5, and 105.1), each with main and auxiliary antennas. The four towers were identified in the Folsom South of US 50 Specific Plan EIR/EIS as existing changes to the natural, rolling topography. However, the area containing the four towers is designated as Open Space in the proposed project and, due to contractual commitments, are anticipated to remain in place. The EIR for this project will evaluate the aesthetic impacts of those towers.

## **PROJECT DESCRIPTION**

The proposed project includes the following components:

- Vesting Tentative Subdivision Maps (Large-Lot and Small-Lot);
- On-Site Roadway Improvements;
- Off-Site Roadway Improvements;
- Bicycle and Pedestrian Circulation;
- Grading and Hillside Development;
- Open Space;
- Utilities and Infrastructure Improvements;
- General Plan and Specific Plan Amendments;
- Planned Development Permit / Planned Development Guidelines;

- Development Agreement; and
- Affordable Housing Agreement.

The specific entitlements requested as part of this project are identified below.

### **Vesting Tentative Subdivision Maps**

The proposed project includes Large-Lot and Small-Lot Vesting Tentative Subdivision Maps. The Large-Lot Subdivision Map would subdivide the 429.7-acre site into 34 lots by use (see Figure 3, Large-Lot Vesting Tentative Subdivision Map). The Small-Lot Subdivision Maps would then subdivide the Large-Lot into smaller individual residential lots. The proposed project consists of a 429.7-acre Planned Development, including the development of approximately 875 residential units on 195.6 acres, 185.3 acres of parks and open space, 14.3 acres of public/quasi-public uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over 3 phases of development (see Figure 4, Project Phasing Plan).

The proposed Russell Ranch Phase 1 would be located in the center of the project site, and would include the development of approximately 364 lots for residential dwelling units and a private recreation center (see Figure 5, Phase 1 Vesting Tentative Subdivision Map). In addition, Phase 1 would include the Street C Extension to the planned Easton Valley Parkway from the project site to Placerville Road. Phase 2 of the proposed project would be located in the northern portion of the project site; and would include the development of approximately 241 residential units and a 0.5-acre private park north of the Street C loop (see Figure 6, Phase 2 Vesting Tentative Subdivision Map). Phase 3 would be located in the southern portion of the project site; and would include the development of approximately 265 residential units and Empire Ranch Road that would extend south from the northern edge of the site to White Rock Road (see Figure 7, Phase 3 Vesting Tentative Subdivision Map). All grading on the hillside would be mass graded by the developer within each of the three phases of development. Consistent with flexibility allowed by the City's Planned Development Permit District (Folsom Municipal Code Chapter 17.38), some variations in hillside grading standards would be proposed in order to accommodate the steep slopes on the site, and meet City-identified objectives to avoid individual pad grading.

### **Site Access and Circulation**

Approximately 1,200 feet north of the project site is the signalized intersection of Iron Point Road and East Bidwell Street. The nearest exit from US 50 providing access to the project site is East Bidwell Street, which is a major entry point to the City. The project site is accessible from East Bidwell Street via Placerville Road. On- and off-site roadway improvements would provide access to the project site, including arterial and neighborhood-serving streets. Below is a list of the proposed roadway types to serve the proposed project:

#### Entry/Gateway Road

Entry/Gateway roads would contain two 12-foot travel lanes and a 12-foot turn lane. Eight feet of additional right of way would be provided to accommodate a bike lane and curb and gutter. On one side, a landscape strip plus a sidewalk would be provided, also with landscape areas.

### Street C Loop

The FPASP included backbone roadway improvements of Easton Valley Parkway. Street C within the project site would require the construction of Easton Valley Parkway and would function as a “loop road” connecting to the planned “Street B/Placerville Road” of the FPASP. The Street C loop would provide two points of access to the proposed project in Phase 1.

### Empire Ranch Road Corridor

Empire Ranch Road is a major arterial in the eastern portion of the site that would provide direct access to US 50 at the future Empire Ranch Road interchange. Empire Ranch Road also provides a direct link with White Rock Road at the southern edge of the project site. The east side of the Empire Ranch Road corridor would include landscaping, a Class 1 Bike Trail, and natural open space located to the east of the project site.

### Hillside Neighborhoods – Single Loaded Street

The proposed project incorporates single loaded hillside street sections that restrict development and parking to one side of the street and consists of two travel lanes with rolled curb and gutter.

### Local Street Separated Sidewalk

The local street separated sidewalk roadway would be implemented where development is proposed on both sides of the street. The local street section consists of two travel lanes, curb, gutter planter strip and sidewalk on both sides of the street. In addition, the proposed project includes an alternative local street design in areas of the plan where homes are not directly served off the street. The local street separated sidewalk alternative would function as a local serving connector street. One or both sides of the street would be adjacent to open space or landscaped areas. The local street separated sidewalk alternative would eliminate parking on the street.

### *Off-Site Roadway Improvements*

Due to the condition and size of Placerville Road as well as existing traffic conditions at the intersection of Iron Point Road and East Bidwell Street, the proposed project would construct additional off-site roadway improvements that would extend to the planned Easton Valley Parkway (Street C Extension). The Street C extension would extend from Placerville Road west to Scott Road. The Street C extension would include partial improvements of Easton Valley Parkway.

### *Bicycle and Pedestrian Circulation*

Pedestrian and non-motorized circulation is proposed and conceptually consistent with the approved FPASP with the improved sidewalk system, Class 1 bicycle paths, and Class 2 bicycle lanes. Additional trail opportunities are proposed that allow for recreation and connections to other plan-wide trails, and are also consistent with the approved FPASP and the Folsom Bikeway Master Plan (see Figure 8, Bicycle and Pedestrian Circulation).

## **Grading and Hillside Development**

The project is located on undeveloped hillside, and due to the challenges of development on steep slopes, grading and hillside standards apply. All grading on the hillside would be mass graded by the developer within each of the three phases of development. A combination of contour, conventional, and landform grading would be part of the earthwork activities. Techniques such as split cross sections of divided streets and trails would be utilized to minimize and better fit into the natural conditions creating view opportunities for future residents.

## **Open Space**

Open space areas are proposed to increase from approximately 98.7 acres to 176.4 acres. This increase is intended to primarily reduce impacts to resource areas, consistent with the FPASP, and secondarily to provide sufficient horizontal separation between tiers of lots with landscaped slopes. The area of the landscaped slopes between tiers of lots is approximately 68.5 acres, which results in the balance of 107.9 acres of open space for passive and preserve open space areas throughout the project. As identified on Figure 8, the location of the proposed trail and bikeway system is coordinated with the preserved open space areas to take advantage of these natural amenities.

## **Utilities and Infrastructure**

The proposed project would include extension of, and connection to, existing utility lines including water, sewer, electricity, gas, and telephone/cable. Below is a brief summary of the proposed public utilities:

### Water Conveyance

The proposed project would receive water from the City of Folsom, through a water supply contract between the City and the landowners in the FPASP. The terms of the water supply and the funding for that supply are contained in the Water Supply and Facilities Financing Plan and the Water Supply Agreement between the City of Folsom and Folsom Plan Area Landowners.<sup>1</sup> The water would be treated at the City's existing water treatment plant and conveyed to the site through existing pipelines to the intersection of East Bidwell and Iron Point Road. The water pipeline would be extended from East Bidwell Street across US 50 to Placerville Road. The proposed installation of new booster pumps would boost the pressure. A new water storage tank would be constructed in the northeastern portion of the site along Empire Ranch Road. Water lines

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<sup>1</sup> Environmental Review for the Water Supply Agreement was conducted by the City via an Addendum to the Folsom South of US 50 Specific Plan EIR/EIS, and was certified by the City Council on December 12, 2012. The City thereafter filed a validation action to confirm the terms of the Water Supply Agreement, which action was approved by the Sacramento County Superior Court on October 16, 2013.

would be constructed throughout the project site along Street C and Placerville Road to provide a looped water system. The proposed water infrastructure to serve the Russell Ranch project would be consistent with the City of Folsom's Utility Master Plan update.

### Sewer Conveyance

On-site sewer mains would be constructed to convey project flows to the intersection of Placerville Road and Street C extension. Wastewater treatment for the proposed project would be provided by the Sacramento Regional County Sewer District (SRCSD) at the existing wastewater treatment plant (WWTP) near Freeport. Wastewater would be collected from the site and conveyed first to a sewer lift station near Prairie City Road and pumped across US 50 to an existing SRCSD lift station and ultimately to the WWTP. The proposed on-site sewer infrastructure to serve the Russell Ranch project would be consistent with the City of Folsom's Utility Master Plan update.

Three off-site sewer conveyance alternatives are proposed to serve the proposed project. Proposed sewer alignment alternative 1 would follow the future alignments of Street C extension and Easton Valley Parkway westerly to the lift station site near Prairie City Road (see Figure 9, Off-Site Utility Connections – Alternative 1). Proposed sewer alignment alternative 2 would extend west along Easton Valley Parkway to Scott Road; then extend south along Scott Road to Street A; then extend west along Street A to the Mangini Ranch sewer pump station and travel north via the new force main back to East Valley Parkway and join the other alignment to the new lift station (see Figure 10, Off-Site Utility Connections – Alternative 2). Proposed sewer alignment alternative 3 would extend west along Easton Valley Parkway to Scott Road; then extend south along Scott Road to Street A; then extend west along Street A to Oak Avenue; then follow Oak Avenue north back to East Valley Parkway and join the other alignment to the new lift station (see Figure 11, Off-Site Utility Connections – Alternative 3).

### Stormwater Drainage

The proposed on-site drainage infrastructure to serve the Russell Ranch project would be constructed to convey project flows to new on- and off-site drainage basins and ultimately discharged into Alder Creek and Carson Creek. The stormwater from the western portion of the site within Phase 1 would collect within the curb and gutter system and drain to the drainage basin adjacent to the intersection of Street C and Placerville Road; stormwater from the eastern portion of the site would be conveyed south to an off-site drainage basin. The residential lots within Phase 2 would collect within the curb and gutter system and drain into the drainage basin along Placerville Road just south of US 50. The stormwater drainage within Phase 3 would collect within the curb and gutter system and drain south into the drainage basin along Empire Ranch Road and White Rock Road.

In addition, the proposed project would include two off-site storm drain detention basins. The size and location of the basins would be consistent with the Folsom Plan Area Storm Drainage Master Plan. As shown in the Drainage Master Plan and Figures 9, 10, and 11, the Detention Basin No. 10 and Hydro-Modification Basin No. 26 are required to accommodate the anticipated drainage from the project site and surrounding areas. The project storm drainage would be first routed to these two basins before being conveyed to an outfall under Placerville Road to the west and

ultimately to Alder Creek. The size and location of the proposed basins would be consistent with the Folsom Plan Area Storm Drainage Master Plan.

### Power, Energy, and Other

#### *Electricity*

Sacramento Municipal Utility District (SMUD) would provide electric service to the proposed project. SMUD has an existing 69kV transmission line at Placerville Road and US 50. The transmission line would be extended south along Placerville Road to a new substation. Both the line and substation would be a separate project constructed by SMUD and analyzed in an environmental document with SMUD as the lead agency.

#### *Gas*

PG&E would provide natural gas to the proposed project. PG&E has existing facilities along Placerville Road. A new gas regulating station would be needed to reduce pressures appropriate for local distribution.

#### *Telephone*

AT&T would provide telephone services. AT&T has existing facilities at Placerville Road and US 50. Extension of the existing facilities would be necessary to serve the proposed project.

#### *Cable TV*

Comcast is the local Cable TV provider in the area. Extensions of the existing facilities would be necessary to serve the proposed project.

### **General Plan and Specific Plan Amendments**

The proposed project would amend the General Plan and portions of the FPASP land use designations. As shown in Table 1, Project Land Use Summary, the proposed land use changes would result in a decrease in Single Family (SF), the addition of new Single-Family High Density (SFHD), decrease in Multi-Family Low Density (MLD), elimination of Multi-Family Medium Density (MFMD), elimination of General Commercial (GC), and an increase in Parks (P), Open Space (OS), and Public/Quasi-Public (P-QP) from the land uses approved in the FPASP and General Plan.

**Table 1**  
**Project Land Use Summary**

| Adopted FPASP Land Use Totals |       |       |         | Proposed Land Use Totals |       |       |        |
|-------------------------------|-------|-------|---------|--------------------------|-------|-------|--------|
| Land Use                      | Acres | Units | Sq. Ft  | Land Use                 | Acres | Units | Sq. Ft |
| SF                            | 191.6 | 574   |         | SF                       | 82.4  | 281   |        |
| SFHD                          | 0     |       |         | SFHD                     | 101.9 | 480   |        |
| MLD                           | 15.2  | 139   |         | MLD                      | 11.3  | 114   |        |
| MMD                           | 22.2  | 406   |         | MMD                      |       |       |        |
| GC                            | 59.5  |       | 380,061 | GC                       |       |       |        |
| OS                            | 98.7  |       |         | OS                       | 176.4 |       |        |
| P-Local                       | 6.5   |       |         | P-Local                  | 5.3   |       |        |
| P-Private                     |       |       |         | P-Private                | 3.6   |       |        |
| P-QP (ES)                     | 10    |       |         | P-QP (ES)                | 9.7   |       |        |
| P-QP (W)                      | 1.8   |       |         | P-QP (W)                 | 1.9   |       |        |
| P-QP (Cell)                   |       |       |         | P-QP (Cell)              | 2.6   |       |        |
| P-QP (Lift Sta.)              |       |       |         | P-QP (Lift Sta.)         | 0.1   |       |        |
| Backbone ROW                  | 16.6  |       |         | Backbone ROW             | 21.3  |       |        |
| Minor ROW                     |       |       |         | Minor ROW                | 5.6   |       |        |
| US 50                         | 7.6   |       |         | US 50                    | 7.6   |       |        |
| Total                         | 429.7 | 1,119 |         | Total                    | 429.7 | 875   |        |

### Planned Development Permit

The FPASP allows the opportunity for each project within the FPASP area to seek a Planned Development (PD) Permit and create PD Guidelines. The proposed project includes a PD permit request, which would allow for unique development standards applicable to the topography of the site. The Design Review process would ensure compatibility and consistency in design and quality throughout development.

## **Development Agreement**

The City already has adopted a Tier 1 Development Agreement (T1DA) between the City of Folsom and landowners within the FPASP area, and thereafter amended terms in that agreement by a First Amended and Restated Development Agreement (ARDA). The ARDA is currently under City Council review and is anticipated to be approved by the City Council on June 10, 2014. The ARDA provides for certain additional terms that would apply to all property within the FPASP.

The ARDA provides that as Specific Plan Amendments are brought forward, the Applicant would enter into an “Amendment to the First Amended and Restated Development Agreement” to incorporate the Specific Plan Amendments within the scope of the ARDA. The amendment for this project will address project-specific issues and vesting for the amended land use plan.

## **Affordable Housing Agreement**

Due to the steep topography, the approved FPASP and the proposed project do not contain multi-family high density sites. Therefore, the project proponent is requesting an Affordable Housing Agreement to meet the City’s affordable housing ordinance requirements in lieu of providing affordable housing on-site. The affordable housing requirements would be met through options set forth in Chapter 17.104.060, and that those commitments would be memorialized in an affordable housing agreement as required by Folsom Municipal Code section 17.104.100(C).

## **Entitlements**

The following discretionary approvals are required by the City of Folsom for implementation of the proposed project:

- Certification of the EIR and adoption of a Mitigation Monitoring and Reporting Program;
- Approval of a General Plan/Specific Plan Amendment (from SF, MLD, MMD, GC, OS, P, and P-QP to SF, SFHD, MLD, OS, P, and P-QP);
- Approval of Amendment to First Amended and Restated Tier 1 Development Agreement;
- Approval of Large-Lot and Small-Lot Vesting Tentative Subdivision Maps;
- Approval of a Planned Development Permit and Design Guidelines; and
- Approval of an Affordable Housing Plan and Affordable Housing Agreement.

## **TYPE OF ENVIRONMENTAL IMPACT REPORT**

As noted above, the City certified an environmental impact report and environmental impact assessment for the FSAP. This plan area environmental document evaluated impacts at a program level, and identified specific environmental impacts that would require further, project-level environmental review. The proposed project also requests changes to the approved land uses for the FPASP, which require additional environmental evaluation. Finally, certain changes to the originally approved back-bone infrastructure (i.e., roads, sewer connection and drainage) are under



consideration by the City and will be subject to separate environmental evaluation. The Russell Ranch Project EIR will utilize data and conclusions from this environmental analysis as well.

The Russell Ranch Project EIR will be prepared as a project-level EIR. Pursuant to CEQA guidelines Section 15161, a project-level EIR examines the environmental impacts of a specific project. The project-level EIR will focus primarily on changes in the environment that would result from the development of the proposed project. All phases of the project, including planning, construction, and operation will be included in the analysis.

## **PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR**

The EIR prepared for the proposed project will rely upon the Folsom South of US 50 Specific Plan EIR/EIS as applicable, and will also analyze the project-specific and cumulative impacts pertaining to the resource areas identified below, to the extent not previously addressed in the Folsom South of US 50 Specific Plan EIR/EIS. Although detailed analysis has not been conducted at this time, preliminary analysis of the proposed project has identified impacts likely to result from the project. The proposed EIR will incorporate relevant information from the City of Folsom General Plan and the General Plan EIR, the FPASP, Folsom South of US 50 Specific Plan EIR/EIS, FPASP Backbone Infrastructure Update analysis, technical information provided by the applicant and the City, and any other information pertinent to the project area. In addition to these City documents, project-specific technical studies prepared by technical consultants will be utilized. The following paragraphs discuss the anticipated topics that will be included in the EIR.

### **Aesthetics**

The Aesthetics chapter of the EIR will summarize existing regional and project area aesthetics and visual setting. The chapter will describe project-specific aesthetics issues regarding buildout of the proposed project such as scenic vistas, trees, historic buildings, scenic highways, existing visual character (particularly the existing cell towers) or quality of the project vicinity, as well as light and glare. Photo simulations will be prepared for analysis. The photo simulations will provide illustrations of the project site both during construction and mass grading of the hillside as well as post development. Viewpoints may include, but not be limited to, US 50 looking east, US 50 looking south, and views of the site from the El Dorado County area east of the site. In addition to the photo simulations, information from the FPASP, Folsom South of US 50 Specific Plan EIR/EIS, City of Folsom General Plan, and General Plan EIR will be utilized in the analysis.

### **Air Quality and Greenhouse Gas Emissions**

The Air Quality and Greenhouse Gas Emissions chapter will be based on a technical analysis for the proposed project which will be performed utilizing the CalEEMod software package and following the Sacramento Metropolitan Air Quality Management District (SMAQMD) CEQA Guidelines. The air quality impact analysis will include a quantitative assessment of short-term (i.e., construction) and long-term (i.e., operational) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO<sub>x</sub>, and PM<sub>10</sub>) for the proposed project. For carbon monoxide, CALINE 4 modeling will be prepared if applicable. The project's cumulative contribution to regional air quality will be discussed, based in part on the modeling conducted at the project-level.

The significance of air quality impacts will be determined in comparison to SMAQMD-recommended significance thresholds. SMAQMD-recommended mitigation measures will be incorporated to reduce any significant air quality impacts, and anticipated reductions in emissions associated with proposed mitigation measures will be quantified.

### Greenhouse Gas (GHG) Emissions

Following SMAQMD guidance, CalEEMod will be utilized to produce an estimate of carbon dioxide emissions for the project, including indirect emissions of GHGs (e.g., electricity, natural gas). Emissions will be calculated as carbon dioxide equivalents. Potential GHG impacts will be evaluated as compared project GHG emissions to SMAQMD Business As Usual (BAU) standards.

### **Biological Resources**

The Biological Resources chapter of the EIR will summarize the setting and describe the potential effects to plant communities, trees, wildlife, and wetlands including adverse effects on rare, endangered, candidate, sensitive, and special-status species for the project site and for the proposed off-site infrastructure necessary to serve the project. The analysis will be based on a biological resources report. The chapter will include analysis of the existing setting, identification of thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

### **Cultural Resources**

The Cultural Resources chapter will briefly describe the potential effects to historical and archaeological resources from the proposed project, including off-site infrastructure improvements. The analysis will be based on a cultural resources report. The chapter will include analysis of the existing setting, identification of thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

### **Land Use and Planning**

The Land Use and Planning chapter will evaluate the consistency of the proposed project with the City of Folsom's adopted plans and policies, as well as compatibility with surrounding land uses, both existing and proposed. The Land Use and Planning chapter will further address the proposed project's consistency with the City of Folsom's hillside development policies and standards, including grading requirements. The Folsom General Plan, Housing Element, Zoning Ordinance, FPASP, and any other appropriate documents will be used to address consistency issues. The chapter will identify land use impacts and note any inconsistencies or incompatibilities with adopted plans and policies created by the approval of the proposed project.

## **Noise**

The Noise chapter will be based on a technical report which will comply with the requirements of the City of Folsom General Plan Noise Element, Noise Ordinance, and CEQA. The noise consultant will conduct background noise level measurements at the project boundary areas to assist in quantifying existing background noise levels for comparison to predicted project noise levels. Analysis of existing and future traffic noise levels due to and upon the project site will be based upon traffic data to be provided by the traffic consultant and the Federal Highway Administration (FHWA RD-77-108) traffic noise prediction model and the Federal Highway Administration TNM Model. The analysis will include Existing, Existing Plus Project, Cumulative, and Cumulative Plus Project scenarios and will include tables which list generalized distances to contours and overall changes in traffic noise levels. Noise levels associated with future land uses will be evaluated based on the intended uses of the site. Analysis of noise levels due to on-site activities and the potential effects on the project site and at surrounding land uses will be completed. General discussions on typical noise sources associated with each type of use will be described. Impacts associated with construction noise and vibration will also be evaluated. The Noise chapter will include an analysis of the existing setting, identification of the thresholds of significance, identification of impacts both on- and off-site, and the development of mitigation measures and monitoring strategies.

## **Public Services, Utilities, and Hydrology**

The Public Services, Utilities, and Hydrology chapter will summarize the existing environmental setting and identify potential new demand for services; including water, sewer, energy, fire, police, schools, parks, and recreation. In addition, the chapter will address impacts related to drainage, storm water drainage, flooding, and groundwater recharge. The analysis will rely on information to be provided by the City Engineer and Public Works Department, as well as on the City of Folsom General Plan and General Plan EIR, the FPASP, Folsom South of US 50 Specific Plan EIR/EIS, and City ordinances. The chapter will include identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies if necessary to reduce significant impacts.

## **Transportation, Traffic, and Circulation**

The Transportation, Traffic, and Circulation chapter will be based on a technical report prepared for the proposed project. The traffic impact analysis will include Existing Conditions, Existing Plus Project, Cumulative, and Cumulative Plus Project traffic scenarios. In addition, the study will include analysis of on-site circulation. The study assumptions, methodologies, and findings will be documented in a traffic report. The chapter will include a summary of the existing environmental setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies if necessary to reduce significant impacts.

The following off-site intersections will be studied under the weekday AM and PM peak hours:

1. Broadstone Parkway/East Bidwell Street
2. Empire Ranch Road/Broadstone Parkway
3. Broadstone Parkway/Iron Point Road
4. East Bidwell Street/Iron Point Road
5. Empire Ranch Road/Iron Point Road
6. East Bidwell Street/Placerville Road
7. East Bidwell Street/US 50 Westbound Ramps
8. Scott Road/US 50 Eastbound Ramps
9. El Dorado Hills Boulevard/US 50 Westbound Ramps
10. Latrobe Road/US 50 Eastbound Ramps
11. Scott Road (East)/White Rock Road
12. Placerville Road/White Rock Road
13. Latrobe Road/White Rock Road

Intersections were chosen based on their proximity to the proposed project, as well as their susceptibility to project impacts. All study intersections will be analyzed using Synchro 8, which applies the methodologies described in the *Highway Capacity Manual* (Transportation Research Board, 2010).

### **Cumulative Impacts**

In accordance with Section 15130 of the CEQA Guidelines, an analysis of the cumulative impacts associated with the project will be provided in the EIR.

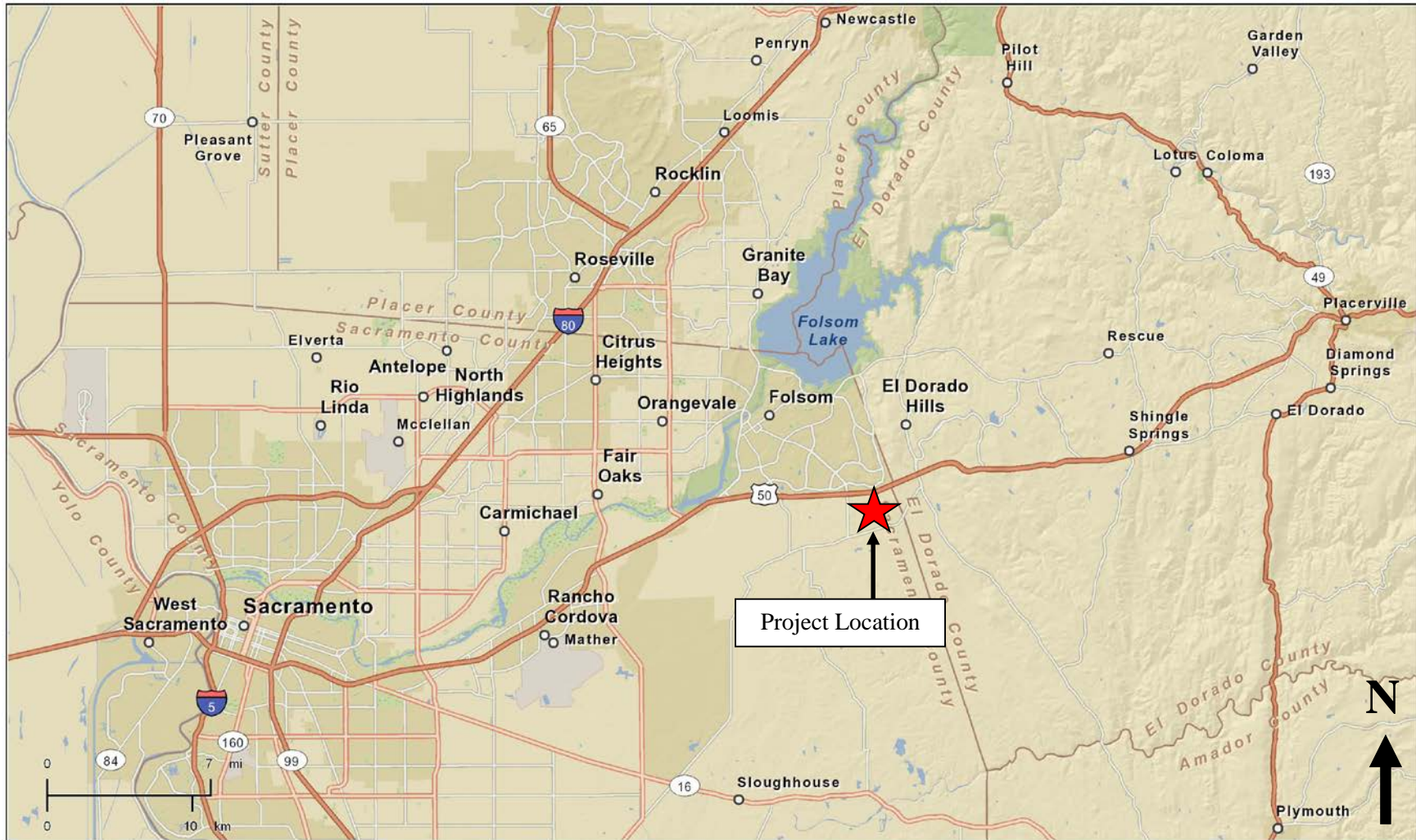
### **Alternatives**

In accordance with Section 15126.6(a) of the CEQA Guidelines, a reasonable range of project alternatives will be analyzed and an Alternatives chapter will be prepared for the EIR. The alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analyses will include sufficient detail to allow a meaningful comparison of the impacts. The Alternatives chapter will describe the alternatives and identify the environmentally superior alternative.

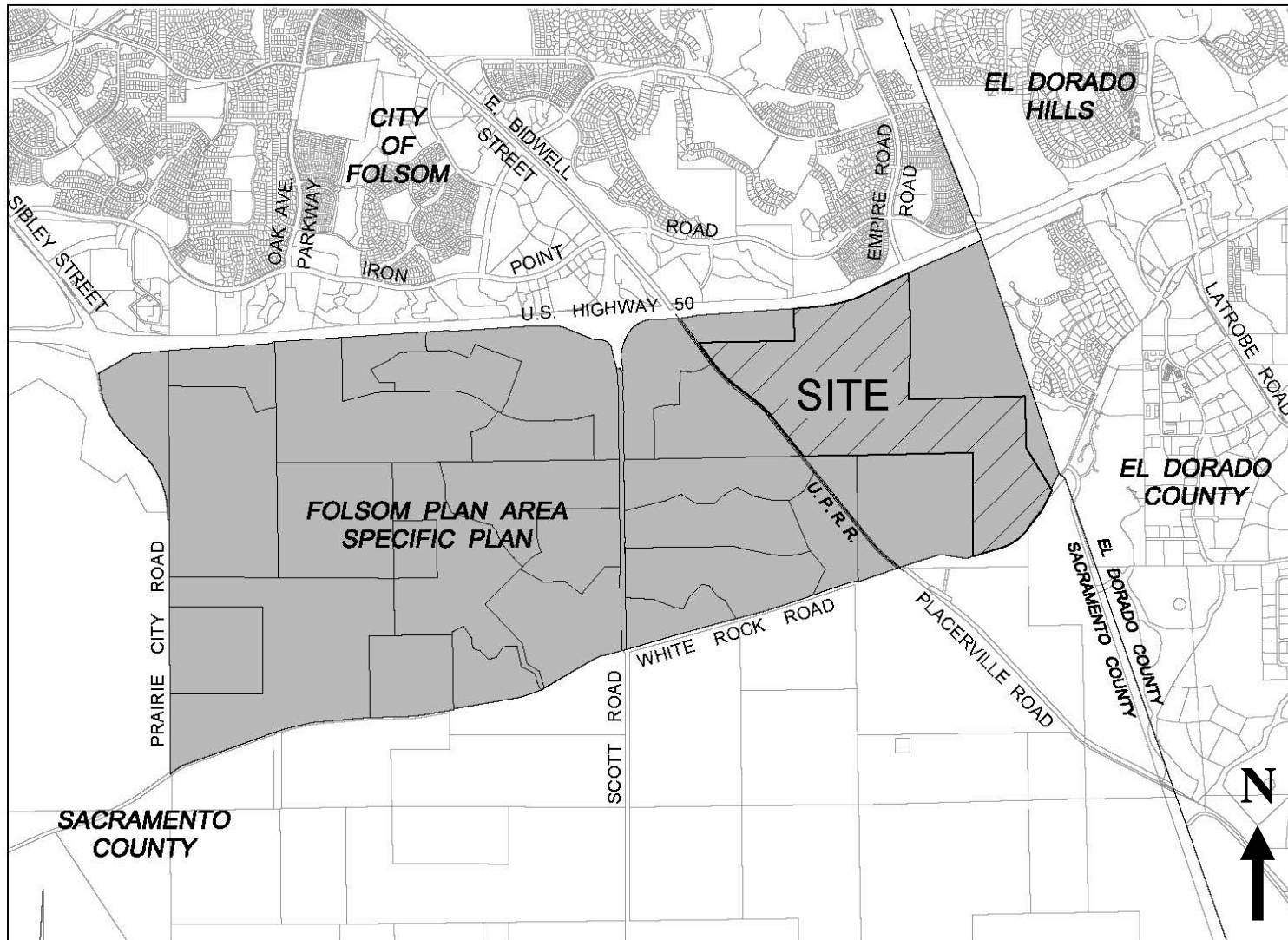
### **SUBMISSION OF COMMENTS**

To ensure that all significant issues related to the proposed project are identified and addressed, written comments and suggestions regarding the scope of the EIR are invited from all interested parties. **To be considered, all comments must be in writing and clearly legible.** Written comments or questions concerning the proposed CEQA analysis for the Russell Ranch Project should be directed to Scott Johnson, Planning Manager for the City of Folsom, at the address provided on the first page of this NOP by **5:00 p.m. on July 7, 2014**. Please provide the name and address of a contact person who should receive future correspondence regarding the project.

**Figure 1**  
**Regional Project Location**

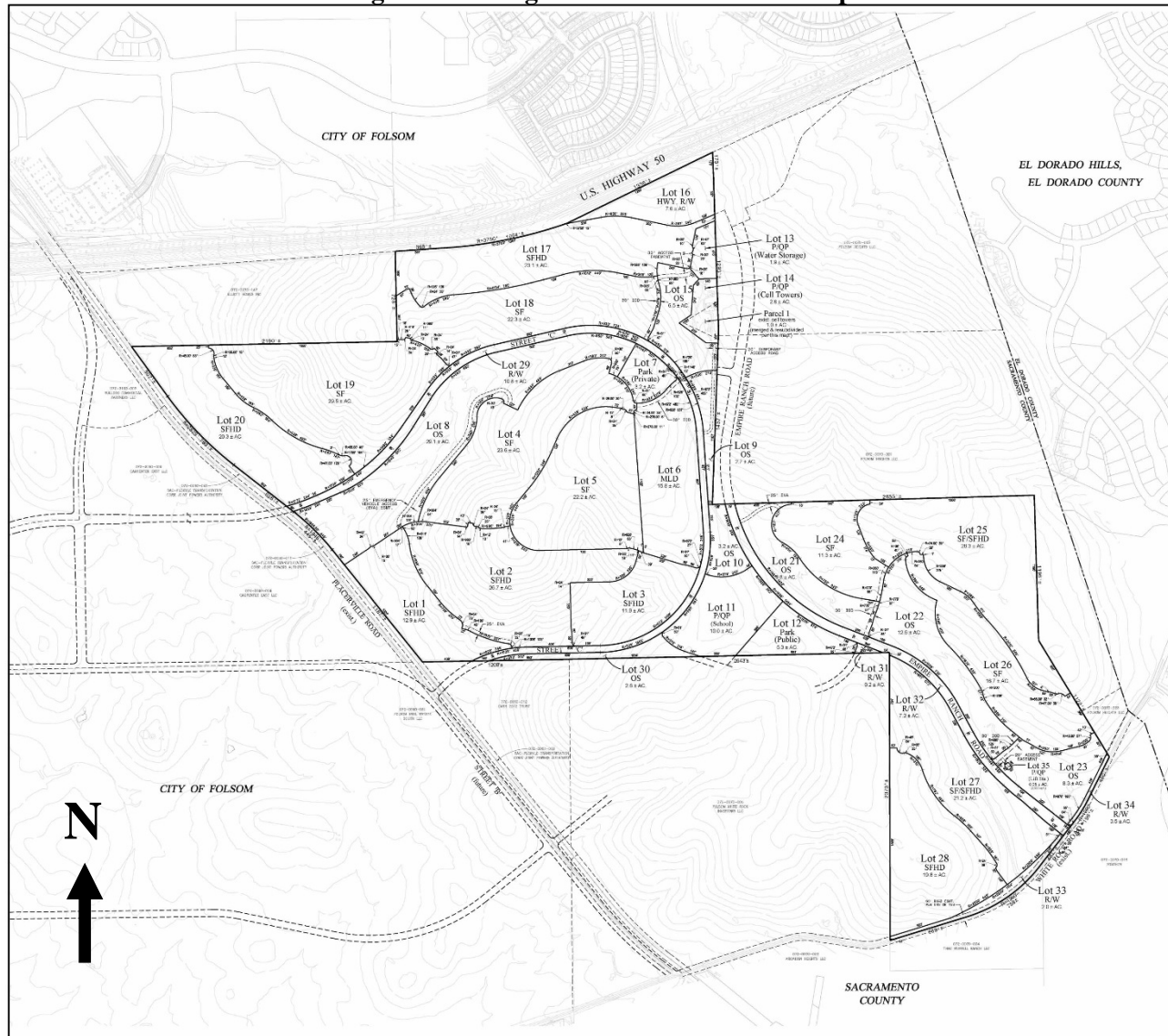


**Figure 2**  
**Project Vicinity Map**





**Figure 3**  
**Large-Lot Vesting Tentative Subdivision Map**



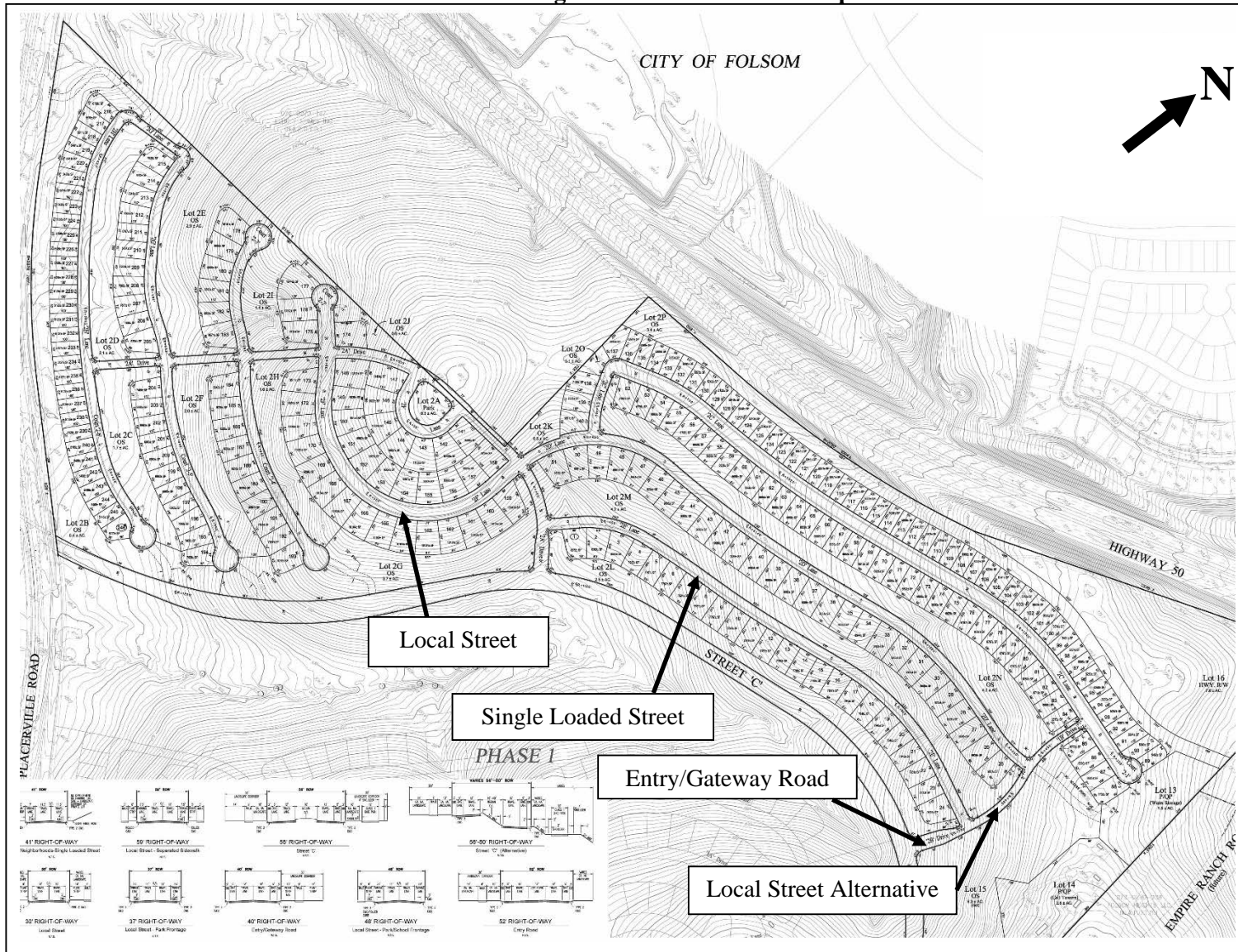
**Figure 4  
Project Phasing Plan**



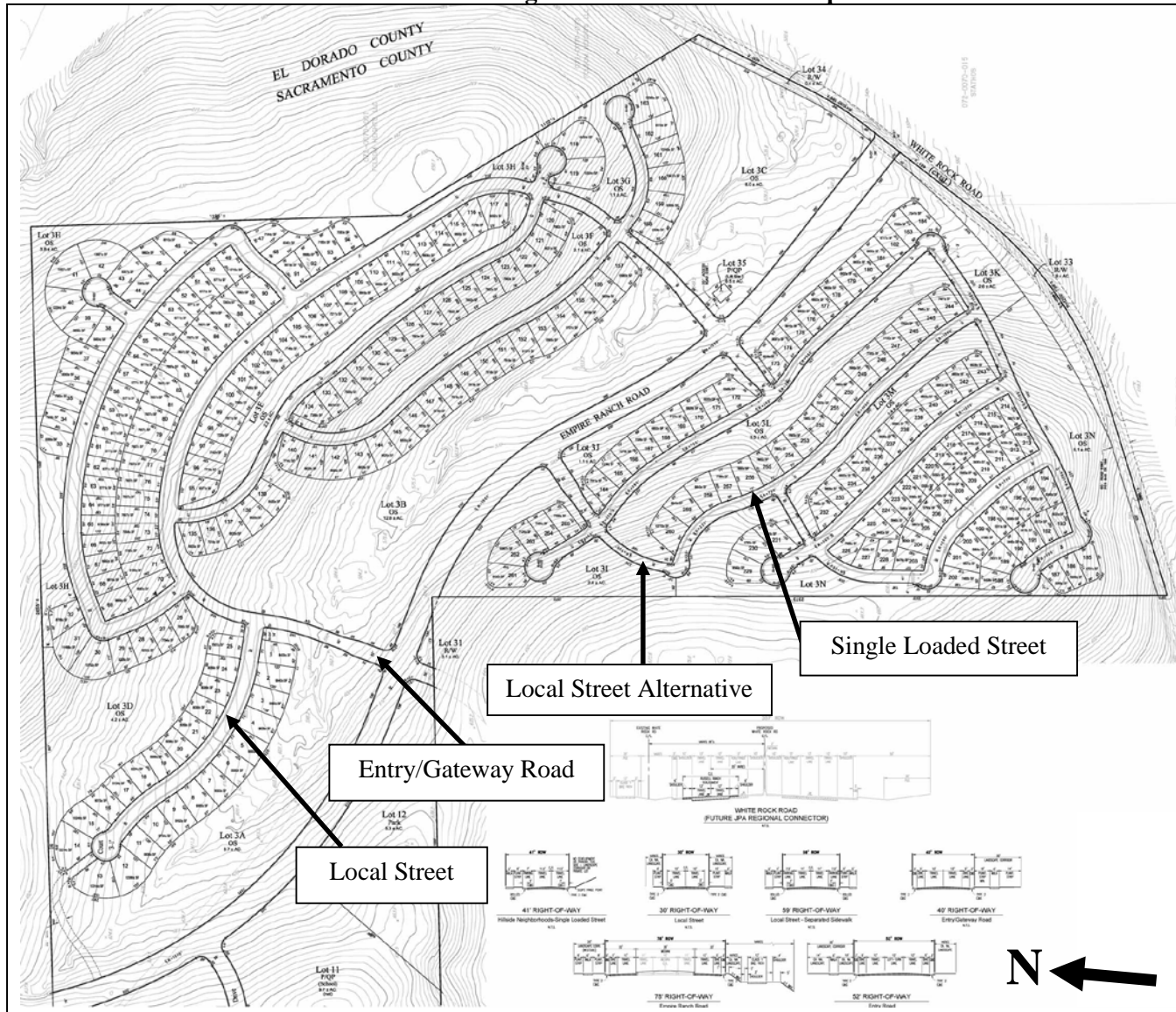


[illegible]

**Figure 6**  
**Phase 2 Vesting Tentative Subdivision Map**



**Figure 7**  
**Phase 3 Vesting Tentative Subdivision Map**

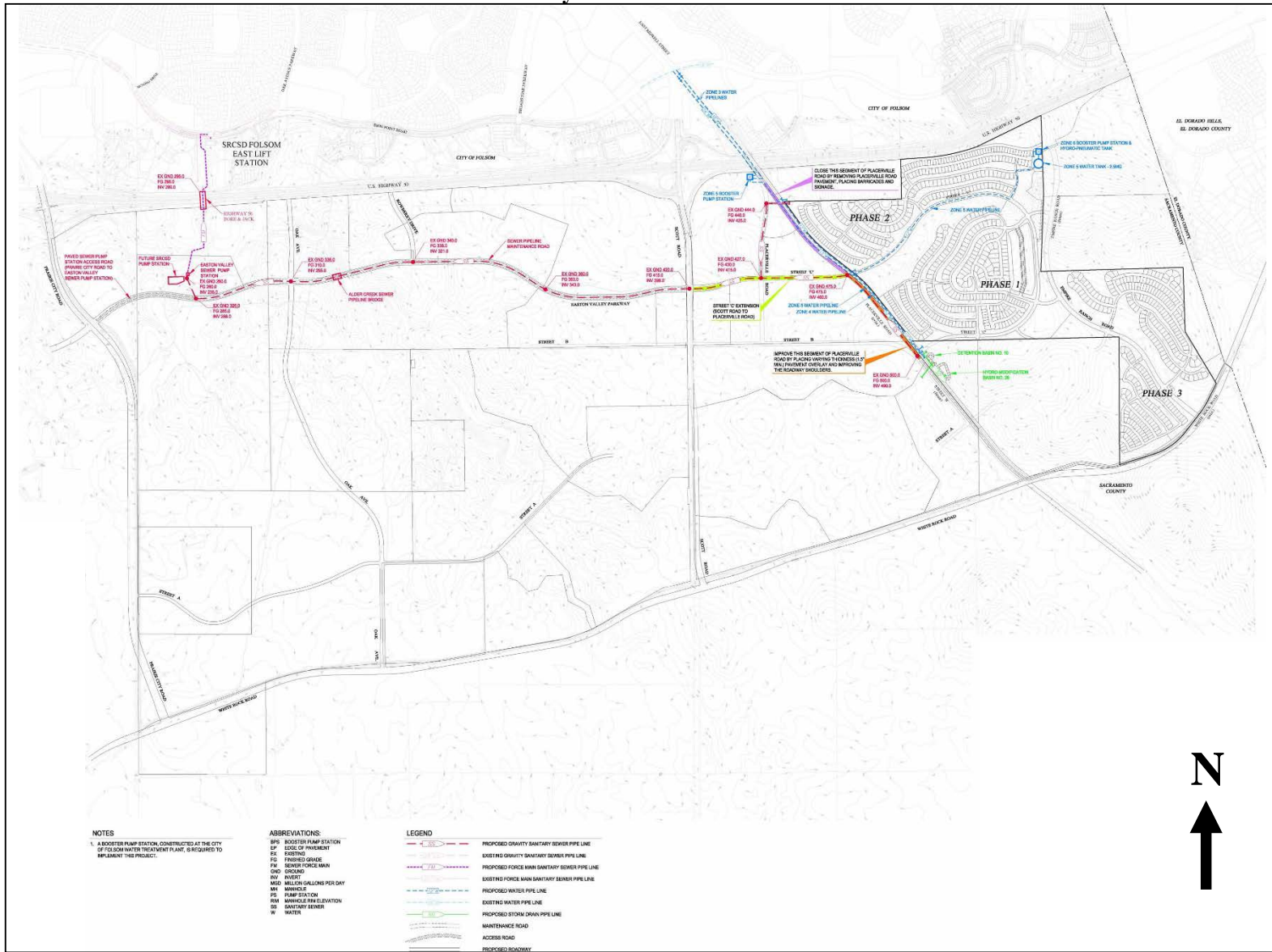




**Figure 8**  
**Bicycle and Pedestrian Circulation**

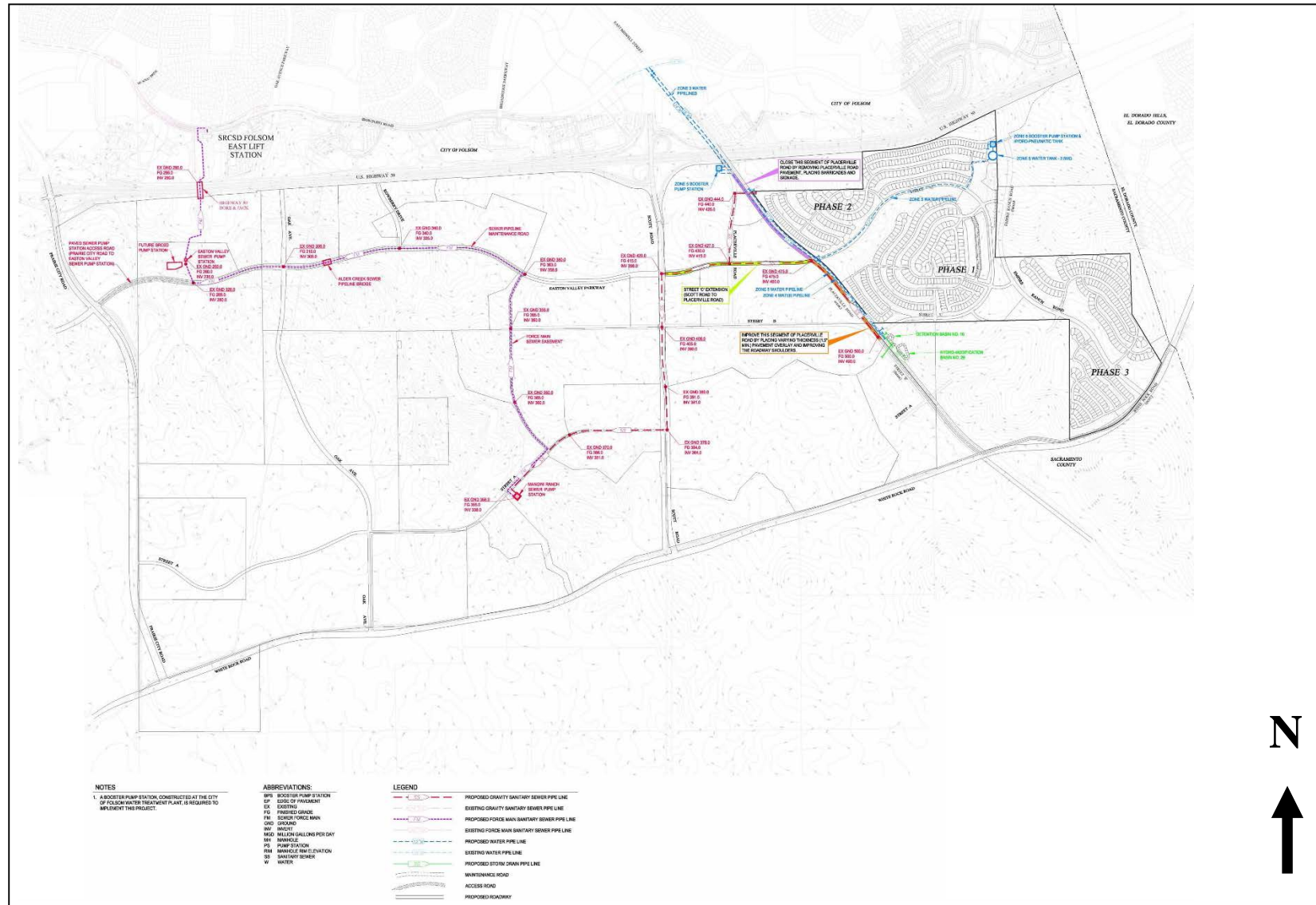


**Figure 9**  
**Off-Site Utility Connections – Alternative 1**





**Figure 10**  
**Off-Site Utility Connections – Alternative 2**



[illegible]

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## APPENDIX B

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## Central Valley Regional Water Quality Control Board

26 June 2014

Scott A. Johnson  
City of Folsom  
50 Natoma Street  
Folsom, CA 95630

CERTIFIED MAIL  
7013 2250 0000 3465 2534

### **COMMENTS TO NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, RUSSELL RANCH PROJECT, SCH NO. 2014062018, SACRAMENTO COUNTY**

Pursuant to the State Clearinghouse's 6 June 2014 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Notice of Preparation for the Draft Environmental Impact Report* for the Russell Ranch Project, located in Sacramento County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

#### **Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

### **Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml)

### **Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

### **Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

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<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

### **Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

### **Waste Discharge Requirements**

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

### **Low or Limited Threat General NPDES Permit**

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0074.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf)

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0073.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf)

If you have questions regarding these comments, please contact me at (916) 464-4684 or [tleak@waterboards.ca.gov](mailto:tleak@waterboards.ca.gov).

A handwritten signature in black ink, appearing to read "Trevor Cleak". The signature is fluid and cursive, with the first name "Trevor" written in a larger, more prominent script than the last name "Cleak".

Trevor Cleak  
Environmental Scientist

cc: State Clearinghouse Unit, Governor's Office of Planning and Research, Sacramento



# ECOS

ENVIRONMENTAL  
♦ COUNCIL ♦  
OF SACRAMENTO

Post Office Box 1526 • Sacramento, CA • 95812 • (916) 444-0022

Scott A. Johnson, Planning Manager  
City of Folsom  
Community Development Department  
50 Natoma Street  
Folsom, CA 95630  
*Email: [sjohnson@folsom.ca.us](mailto:sjohnson@folsom.ca.us)*

July 3, 2014

**Re: Comments on the Final Notice of Preparation of a Draft Environmental Impact Report for Russell Ranch**

Dear Mr. Johnson,

The Environmental Council of Sacramento appreciates the opportunity to comment on the Final Russell Ranch Notice of Preparation. While many of our concerns were expressed at the time of the Folsom South of U.S. 50 Specific Plan Project environmental document, we believe many of those concerns were not adequately addressed at that stage. We therefore emphasize the following areas which must be thoroughly addressed in the Russell Ranch DEIR.

**Land Use**

This project as proposed appears to be yet another example of suburban sprawl. Another totally auto oriented subdivision, like so many others that have come before. The environmental document must analyze how this project meets smart growth principles, including those contained in SACOG's Blueprint and the MTP/SCS. It must also closely analyze the air quality and greenhouse gas impacts associated with this proposed auto oriented community.

The growth inducing nature of this project must be thoroughly reviewed and its impacts mitigated in the DEIR. The excuse that the area where growth inducement will occur is outside of Folsom's jurisdiction and therefore cannot be mitigated is not legally defensible.

Under CEQA, impacts of growth inducement are like any other impact. They must be mitigated where feasible. The issue isn't where the growth is, but who has authority to implement the proposed mitigation. Folsom does have the authority to not extend its sphere of influence further south and to not annex that property, which would essentially preclude growth inducing impacts. Folsom also has the authority to size the infrastructure for this project that would mitigate growth inducing impacts to the south.

The Southeast Connector JPA in their environmental document recognized the growth inducing impacts of their project, which includes White Rock Road adjacent to this project, and included mitigation for those impacts. This project is as growth inducing as the Connector it is adjacent to. Growth inducement must be adequately analyzed in the environmental document and the impacts must be mitigated.

## **Biological Resources**

The “report of biological resources” that will be used for analysis in this project level EIR should have a field based component and not just rely on the potential for occurrence based on the CNDDDB. The open space aspects of this project should be correlated with the presence of listed species identified in the field and the avoidance and minimization measures should be structured to maximize the benefits to those species.

A discussion should be included of how the planned open space component of this project will integrate with and satisfy the connectivity requirements of species in the broader context of full build out of the entire Plan Area.

## **Water Supply**

The chosen water supply option appears to be existing City American River supplies from Folsom Reservoir. This year, existing City supplies were projected to be sharply limited. This water year, existing City supplies could also be limited if winter rains fail to materialize or are late. This is a real-world demonstration that Folsom water supplies are dependent on the operational decisions of the Bureau of Reclamation, as well as the presence of drought. Obviously, expanded service-area demand has an impact on existing service-area customers, as it will with new customers. The City has not arranged for backup supplies such as groundwater that might be more available than surface water in drought years.

Please analyze implications of reliance on City surface-water supplies recognizing real-world supply and delivery constraints. Develop supply alternatives, including reliable drought-year supplies. Analyze implications to area groundwater basins, including potential surface resources, of groundwater extraction alternatives. Analyze implications to other potential water users of groundwater or alternative surface resources that would be foreclosed by City alternative implementation.

## **Transportation**

The DEIR must also discuss the following transportation issues:

- Review of current transit options and how the circulation plan will supports both current and potential transit service.
- Block lengths should be reviewed for ability to easily get to local destinations and potential transit stops.
- Block lengths’ should also be reviewed for pedestrian and bicycle safety, as long blocks encourage higher auto vehicle speeds.
- Roads should be designed for no faster than 35 mph, above which collisions with cars are generally fatal for pedestrians.
- A sidewalk tree canopy should be encouraged, as it provides both relief from the heat island and a more comfortable and encouraging walking environment.

- Road design and signage should be current MUTCD standard near the proposed elementary school to provide safe walking and crossing for students.
- Intersections to be studied should be reviewed by the best practices outlined in the NACTO Road Design Guide, the current standard for safest and most efficient use of road space for all users. Traffic signal timing should provide adequate time for pedestrians of all ages and abilities to cross.

The Environmental Council of Sacramento looks forward to reviewing the draft environmental document for Russell Ranch in which all these issues have been addressed.

Sincerely,

A handwritten signature in black ink that reads "Ron Maertz". The signature is written in a cursive, flowing style.

Ron Maertz  
Land Use Chair



*"First in the West"*

**FOLSOM, EL DORADO & SACRAMENTO  
HISTORICAL RAILROAD ASSOCIATION**

*A California Non-Profit Corporation*

---

July 18, 2014


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

Dear Scott,

Our organization has prepared information that may be of interest regarding the Russell Ranch Project.

Attached are comments from our board of directors.

Best Regards,

  
Bill Anderson, President  
FEDS Historical Railroad Assn.



# RUSSELL RANCH PROJECT

## City of Folsom, CA

The Folsom, El Dorado & Sacramento Historical Railroad Association (FEDSHRA), Folsom, CA requests the following comments to be addressed in the Project's proposed Environmental Impact Report:

- 1) Developer shall disclose to all potential homebuyers within the Project that the existing railroad tracks within the Sacramento – Placerville Transportation Corridor (SPTC) is an active railroad right of way, with weed abatement services provided by FEDSHRA and train excursions operated by the Placerville & Sacramento Valley Railroad.
- 2) All proposed earth grading adjacent to or within the SPTC shall be done in accordance, but not limited to, all Federal, State and Local specification's, regulation's and permitting, including review and approval by the SPTC, Joint Powers Authority.
- 3) All proposed storm drainage facilities crossing or within the SPTC shall be done in accordance, but not limited to, all Federal, State and Local specification's, regulation's and permitting, including review and approval by the SPTC, Joint Powers Authority.  
All proposed storm drainage pipelines crossing under the existing railroad tracks and bedding shall be by "bore & jack" method to minimize damage to the existing tracks and railroad bed structure. If the "bore & jack" method is not used, the right of way bed, rails and ties shall be returned to a Class 2 specification for a minimum of 100 feet in each direction of the excavation for the pipelines.  
All existing drainage culverts and drainage swales shall be maintained and operational. If the Project increases the drainage cubic feet per second (cfs) flows to the existing drainage culverts or drainage swales, the existing drainage

facilities shall be replaced or improved to adequate size to handle the increased cfs flows.

- 4) All proposed sanitary sewer and water facilities crossing or within the SPTC shall be done in accordance, but not limited to, all Federal, State and Local specification's, regulation's and permitting, including review and approval by the SPTC, Joint Powers Authority.

All proposed sanitary sewer and water pipelines crossing under the existing railroad tracks and bedding shall be by "bore & jack" method to minimize damage to the existing tracks and railroad bed structure. If the "bore & jack" method is not used, the right of way bed, rails and ties shall be returned to a Class 2 specification for a minimum of 100 feet in each direction of the excavation for the pipelines.

- 5) The proposed roadway pavement improvements for Street "C" North & Street "C" South/Placerville Road Intersection which crosses the SPTC shall be done in accordance, but not limited to, all Federal, State and Local specification's, regulation's and permitting, including review and approval by the SPTC, Joint Powers Authority.

The proposed intersection improvements shall include the installation of railroad grade crossings with flashing lights and crossing arms, proper pavement railroad markings and railroad signage in accordance with the California Public Utility Commission specifications and regulations.

- 6) The Bicycle and Pedestrian Circulation plan for the Project shows a proposed Class 1 Bike Trail running parallel and adjacent to the east side of Placerville Road. The existing SPTC Right of Way is only 66 feet wide at this location; therefore, the Class 1 Bike Trail shall be located within the Project's proposed Open Space Lot 1A and Lot 2F or within the existing Placerville Road Right of Way.

- 7) The FEDSHRA may have additional comments as the Project progresses through the EIR preparation.

# RUSSELL RANCH PROJECT ENVIRONMENTAL IMPACT REPORT (EIR) SCOPING MEETING

## COMMENT FORM

To be added to or corrected on our mailing list, and to document the author of comments received, please provide the following information. Thank you.

Name: Loretta Hettinger

Address: 113 Puffer Way, Folsom

Organization: Heritage Preservation League (HPL)

Please provide us with your written comments on the EIR by 5:00 p.m. on July 7, 2014.

HPL's concern is that impacts on historical and prehistorical resources be evaluated and mitigated. At this time we are particularly concerned about the potential effects of residential uses adjacent to the historical railroad line. The current and future uses of the rail line include excursion rail service. Possible mitigations to enhance compatibility might include sound walls and/or increased distance between residences and the rail line. In any case, there should be deed restrictions or other means to assure that all future owners are made aware that there will be rail use adjacent to their property.

If other resources are identified, the history community would like to have the opportunity to center.

Please send comments to:

Scott A. Johnson, Planning Manager  
City of Folsom  
Community Development Department  
50 Natoma Street  
Folsom, CA 95630  
email: [sjohnson@folsom.ca.us](mailto:sjohnson@folsom.ca.us)



July 7, 2014

VIA EMAIL

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

**RE: Notice of Preparation of an Environmental Impact Report for the Russell Ranch Project**

Dear Mr. Johnson:

Thank you for the opportunity to comment on the Notice of Preparation of an Environmental Impact Report for the Russell Ranch Project. The project proposes to develop 364 residential units, a private recreation center and roadways on approximately 430 acres within the Folsom Plan Area Specific Plan (FPASP). The Russell Ranch project also proposes to amend the Folsom General Plan and portions of the FPASP Land use designations.

The Russell Ranch project proposes several changes to roadways that may impact pedestrian circulation and safety. The FPASP specified bike lanes and detached sidewalks on both sides of Entry/Gateway roads and Empire Ranch Road, whereas the Russell Ranch project proposes to construct bike lanes and detached sidewalks on only one side of the identified roadways.

Entry/Gateway roads are important pedestrian connections to future adjoining communities, especially since they are the only roadways making connections to Placerville Road and future development to the west. Empire Ranch Road will provide connections between neighborhoods and to future adjoining communities, and it will provide the very important function of access to the elementary school site for residents east of Empire Ranch Road.

Impacts to pedestrian safety and mobility created by changes to roadway cross sections, including but not limited to Entry/Gateway roads and Empire Ranch Road, should be analyzed by the EIR. Additional crossings of roadways, especially where traffic volume is higher or the number of lanes is greater, may contribute to additional pedestrian collisions. Longer travel times for pedestrians resulting from additional and inconvenient crossings may also discourage walking trips, leading to more auto trips and fewer transit trips. The lack of sidewalks on arterial roadways is a major factor in walking-along-the-roadway pedestrian collisions.

Figure 8 Bicycle and Pedestrian Circulation in the Russell Ranch NOP indicates there are limited pedestrian connections to surrounding land uses. The EIR should analyze the proposed pedestrian circulation network to ensure it conforms to the FPASP, including the policies in section 7.9 Sidewalk, Trail and Bikeway Network. Limited connections to adjoining land uses may lead to fewer walking trips, pedestrian use of roadway facilities that are not intended for pedestrians, and more auto trips creating a more dangerous environment for pedestrians.

WALKSacramento encourages people to walk and bicycle in their communities. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality, and a stronger sense of cohesion and safety in local neighborhoods. WALKSacramento is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 446-9255 or [cholm@walksacramento.org](mailto:cholm@walksacramento.org).

Sincerely,

Chris Holm  
Project Analyst





June 24, 2014

Scott A. Johnson  
City of Folsom  
50 Natomas Street  
Folsom, CA 95630

Dear Mr. Johnson:

The California Department of Fish and Wildlife (Department) has reviewed the Notice of Preparation for the Environmental Impact Report (EIR) for the Russell Ranch Project (project) (SCH # 2013072073) Draft Environmental Impact Report (DEIR).

The proposed project site is located within the Folsom Plan Area Specific Plan (FPASP) in the City of Folsom. The proposed project requires the following entitlements: General Plan Amendment, Specific Plan Amendment, Development Agreement, Vesting Tentative Large-Lot and Small-Lot Subdivision Maps, Planned Development Permit, and Affordable Housing Agreements. The proposed land use changes would result in a decrease in Single Family to 281 units, the addition of 480 new Single-Family Medium units, a decrease in Multi-Family Low Density to 114 units, the elimination of Multi-Family Medium Density, the elimination of General Commercial, and an increase in parks to 8.9 acres, Open Space to 176.4 acres, and Public-Quasi-Public to 14.3 acres from the land uses approved in the FPASP.

We recommend that the DEIR address the following concerns:

1. The project's impact upon wildlife and their habitat. We recommend that the DEIR identify wildlife and habitats upon which wildlife depends and provide a discussion of how the proposed project has the potential to affect their function and value;
2. The project's potential impacts on State or federally listed rare, threatened, or endangered and special status species. The Department recommends that pre-project habitat assessments followed by species-specific surveys be conducted at the time of year when endangered or threatened species are both evident and identifiable. These field surveys should be scheduled to coincide with the appropriate breeding or other life history stage of animals, when they are likely to be evident, or with peak flowering periods and/or during periods of phenological development that are necessary to identify a plant species of concern. Any activity resulting in loss of habitat, decreased reproductive success, or other negative effects on population levels of State-listed endangered, threatened or special status species should be addressed. If it is not possible to avoid impacts to wildlife and their habitats, mitigation should be provided to lessen project impacts to a level less than significant. Where project activities may result in the incidental "take" of a State-listed plant or animal species the project applicant must be authorized for such taking by obtaining an incidental take permit from



the Department pursuant to Section 2081 of the California Fish and Game Code (FGC);

3. The project's cumulative impacts upon wildlife and ecological communities including habitat;
4. Specific alternatives which reduce impacts to wildlife and ecological communities including habitat;
5. An evaluation of the proposed project's consistency with applicable land use, or species recovery plans, such as General Plans, Specific Plans, Habitat Conservation Plans, Critical Habitat Designation, etc.; and
6. An entity should consider and analyze whether implementation of the proposed project will result in reasonably foreseeable potentially significant impacts subject to regulation by the Department under Section 1600 et seq. of the FGC. In general, such impacts result whenever a proposed project involves work undertaken in or near a river, stream or lake that flows at least intermittently through a bed or channel, including ephemeral streams and water courses. Impacts triggering regulation by the Department under these provisions of the FGC typically result from activities that:
  - Divert, obstruct, or change the natural flow or the bed, channel or bank of any river, stream or lake;
  - Use material from a streambed; or
  - Result in the disposal or deposition of debris, waste, or other material where it may pass into any river, stream or lake.

In the event implementation of a project may include such activities a Lake or Streambed Alteration (LSA) Notification (Notification) is required and a LSA Agreement may be deemed necessary by the Department. If a project applicant is not certain that a particular project requires Notification, the Department recommends that the applicant notify the Department. Information regarding the Department's LSA Program can be found on our website at [www.dfg.ca.gov/habcon/1600](http://www.dfg.ca.gov/habcon/1600).

This project will have an effect on the habitat on which fish and wildlife may depend, or cause direct harm to fish and wildlife, therefore an assessment fee is required under Public Resources Code Section 21089 and as defined by FGC Section 711.4. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency.

Pursuant to Public Resources Code Sections 21092 and 21092.2, the Department requests written notification of proposed actions and pending decisions regarding this project. Written notifications should be directed to this office.

Thank you for the opportunity to review this project. If the Department can be of further assistance, please contact Ms. Amy Kennedy, Environmental Scientist at (916) 358-2842, or email at [amy.kennedy@wildlife.ca.gov](mailto:amy.kennedy@wildlife.ca.gov).

Sincerely,



Tina Bartlett  
Regional Manager

cc: Jeff Drongesen  
Isabel Baer  
Amy Kennedy  
State Clearing House





**SACRAMENTO AREA  
BICYCLE ADVOCATES**

909 12th St, Ste. 116  
Sacramento, CA 95814

*sacbike.org*  
*saba@sacbike.org*  
916 444-6600

July 7, 2014

Scott A. Johnson, Planning Manager  
City of Folsom  
Community Development Department  
50 Natoma Street  
Folsom, CA 95630  
[sjohnson@folsom.ca.us](mailto:sjohnson@folsom.ca.us)

Subject: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Russell Ranch Project

Dear Mr. Johnson:

Thank you for the opportunity to comment on the subject NOP. Sacramento Area Bicycle Advocates (SABA) reviews proposed project plans to help make sure they adequately accommodate bicyclists in their development proposals. Therefore, please put SABA on the notification lists for any future project proposals in Folsom.

A proposed project will cause a significant adverse impact on bicycling if it fails to provide adequate access for bicyclists. Adequate access for bicycling can be defined in terms of convenience, safety, and comfort. The current standard for adequate bicycling access is Level of Traffic Stress 2, those roadway and bikeway conditions that will be tolerated by persons who are "interested but concerned" about bicycling in and around vehicle traffic (Mekuria et al. 2012).

The EIR for the subject project must analyze how well the project will provide bicycling access both within the project and to important destinations (e.g. jobs, schools, shopping areas, public amenities, and recreation sites). The adequacy of this access must be addressed wherever bicyclists may need to intersect with or cross major arterials such as Placerville Road, Empire Ranch Road, and White Rock Road. The EIR must also report the adequacy of secure and convenient bicycle parking at any public facilities within the proposed project.

SABA works to ensure that bicycling is safe, convenient, and desirable for everyday transportation. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient, and least congesting form of transportation.

Thank you for considering our comments.

Sincerely,

Jordan Lang  
Project Analyst

Citation: Mekuria, Maaza, Peter Furth, and Hilary Nixon. *Low-Stress Bicycling and Network Connectivity*. Mineta Transportation Institute, San Jose State University. May 2012. Report 11-19.



## County of Sacramento

---

July 7, 2014

Scott A. Johnson, Planning Manager  
City of Folsom  
Community Development Department  
50 Natoma Street  
Folsom, CA 95630  
Email: [sjohnson@folsom.ca.us](mailto:sjohnson@folsom.ca.us)

**SUBJECT: COMMENTS ON THE NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT FOR THE RUSSELL RANCH PROJECT.**

Mr. Johnson:

We have received the notice of preparation (NOP) for an environmental impact report (EIR) for the Russell Ranch project. We appreciate the opportunity to review this document. We have following comments to offer at this time.

1. Traffic study should evaluate project impacts on White Rock Road between Grant Line Road and the Sacramento/El Dorado County line on a daily basis for all study scenarios. All of the intersections within this roadway segment should be evaluated for both peak hours. Signal warrants should be conducted for unsignalized intersections. During the annexation process, the City of Folsom agreed to work with the County of Sacramento to mitigate the impacts on the County roadways as a result of development in this area. We expect the City will involve County early to mitigate the traffic impacts identified in the Folsom SOI MMRP as well as any new impacts determined as part of the traffic study for this project. The traffic study should also identify safety mitigation measures along White Rock Road. This roadway segment is considered 'substandard' with narrow paved lanes and no shoulders. Project will be adding traffic and potentially increasing the probability of accident rates. As a mitigation measure, we recommend that 6 foot shoulders and 12 foot lanes should be constructed by the project as an interim solution until such time a four or six lane widening is constructed.
2. We expect the City of Folsom will work with the County of Sacramento to address any double counting of financial obligation towards the mitigation measures in the SOI fee program and SCTDF program.
3. On page 14 of the NOP, intersections are proposed be analyzed using Synchro 8. We recommend that Synchro 9 should be used for intersection analysis.

4. Cumulative land use assumptions should include four Jackson corridor development projects (West Jackson Highway Master Plan, Jackson Township, New Bridge, and South Mather), Cordova Hills, Kiefer Landfill SPA, three mining projects in the east county, and Easton. Also coordinate the land use assumptions with the City of Rancho Cordova. Please note that recently completed White Rock Road widening project will attract traffic travelling to the west as US 50 is congested during peak hours. Existing conditions model should be updated to reflect these recently completed improvements to capture the traffic shift from US 50.
5. Please be aware that the County has recently approved amendments to its General Plan that affect the Circulation Element and the Transportation Plan Diagram. Specifically, the General Plan now recognizes and has adopted the Capital SouthEast Connector project on segments of White Rock Road and Grant Line Road in the vicinity of the proposed project. The traffic analysis should identify impacts and mitigation measures on the Connector roadway alignment as appropriate. The City should also coordinate with the County on the establishment of a centerline alignment and future interchange locations on the Connector roadway alignment.

Should you have any questions, please feel free to contact me at 916-875-2844 or email me at [atwalk@saccounty.net](mailto:atwalk@saccounty.net).

Sincerely,



---

Kamal Atwal, P.E.  
Associate Transportation Engineer  
Department of Transportation

KA/ka

Cc: Dean Blank, DOT  
Matt Darrow, DOT  
Ron Vicari II, DOT  
Dan Shoeman, DOT  
Juliette Robinson, PERD

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## APPENDIX C

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**CITY OF FOLSOM  
COMMUNITY DEVELOPMENT DEPARTMENT**



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**RUSSELL RANCH  
INITIAL STUDY**

November 2014



1501 SPORTS DRIVE • SUITE A • SACRAMENTO • CA • 95834  
OFFICE 916.372.6100 • FAX 916.419.6108

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## ***INITIAL STUDY***

***November 2014***

### **BACKGROUND**

1. Project Title: Russell Ranch Project
2. Lead Agency Name and Address: City of Folsom  
Community Development Department  
50 Natoma Street  
Folsom, CA 95630
3. Contact Person and Phone Number: Scott A. Johnson  
Planning Manager  
(916) 355-7222
4. Project Location: US 50 & Old Placerville Road  
Folsom, CA  
Assessor's Parcel Numbers (APNs): 072-0070-033 and 072-0270-138
5. Project Sponsor's Name and Address: The New Home Company  
2220 Douglas Boulevard, Suite 240  
Roseville, CA 95661
8. Specific Plan Designation (Folsom Plan Area) Single Family,  
Multi-Family Low Density,  
Multi-Family Medium Density,  
General Commercial, Open Space,  
Park (Local), Public-Quasi-Public, Backbone ROW
9. Specific Plan Zoning (Folsom Plan Area) Hillside District
10. Project Description Summary:

The proposed project site is located within the Folsom Plan Area Specific Plan (FPASP) in the City of Folsom. The proposed project requires the following entitlements: General Plan Amendment, Specific Plan Amendment, Amendment to the First Amended and Restated Development Agreement, Vesting Tentative Large-Lot and Small-Lot Subdivision Maps, Planned Development Permit and Design Guidelines, and an Affordable Housing Plan and Agreement. The proposed land use changes would result in a decrease in Single Family (SF) to 281 units, the addition of 480 new Single-Family High Density (SFHD) units, a decrease in Multi-Family Low Density (MLD) to 114 units, the elimination of Multi-Family Medium Density (MMD), the elimination of General Commercial (GC), a decrease in neighborhood parks

to 5.3 acres, the addition of 3.5 acres for private parks, and an increase in Open Space (OS) to 102.1 acres, and Public/Quasi-Public (P-QP) to 14.3 acres from the land uses approved in the FPASP.

## SOURCES

The following documents are referenced information sources utilized for purposes of this Initial Study:

1. California Building Standards Commission. *California Building Standards Code (Title 24, California Code of Regulations)*. July 1, 2014.
2. California Department of Conservation. *Sacramento County Important Farmland 2010*. July 2013.
3. California Environmental Protection Agency. *Cortese List: Section 65962.5(a)*. 2014.
4. City of Folsom. *Folsom Municipal Code*. July 22, 2014.
5. City of Folsom. *Folsom Plan Area Specific Plan*. June 28, 2011.
6. City of Folsom. *Folsom South of U.S. 50 Specific Plan Project Public Final EIR/EIS*. May 2011.
7. City of Folsom. *General Plan Update*. January 1993.
8. City of Folsom. *Hillside Development Guidelines*. February 1995.
9. County of Sacramento. *General Plan, Scenic Highways Element*. 1993.
10. ENGEO Inc. *Phase 1 Environmental Site Assessment, Russell Ranch South Folsom, California*. May 7, 2013.
11. Federal Emergency Management Agency. *Flood Insurance Rate Map Number 06067C0140H*. October 16, 2009.
12. Folsom Office of Management and Budget. *Folsom Plan Area Specific Plan Public Facilities Financing Plan*. December 4, 2013.
13. Foothill Associates. *Russell-Promontory Property Tree Survey*. February 7, 2014.
14. Hammett & Edison, Inc. *Radio Frequency Study*. March 31, 2014.
15. Sacramento County. *South Sacramento Habitat Conservation Plan Notice of Intent*. November 4, 2013.
16. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment in Sacramento County*. December 2009.
17. Youngdahl Consulting Group, Inc. *Geotechnical Engineering Study for Russell Ranch South*. December 2013.



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant Impact” as indicated by the checklist on the following pages.

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics                   | <input type="checkbox"/> Agriculture and Forest Resources         | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources         | <input checked="" type="checkbox"/> Cultural Resources            | <input checked="" type="checkbox"/> Geology and Soils                  |
| <input checked="" type="checkbox"/> Climate Change               | <input type="checkbox"/> Hazards and Hazardous Materials          | <input checked="" type="checkbox"/> Hydrology and Water Quality        |
| <input checked="" type="checkbox"/> Land Use and Planning        | <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population and Housing                  | <input checked="" type="checkbox"/> Public Services               | <input checked="" type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Transportation & Circulation | <input checked="" type="checkbox"/> Utilities and Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

## DETERMINATION

On the basis of this initial study:

- ☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

Scott A. Johnson, Planning Manager  
Printed Name

\_\_\_\_\_  
Date

City of Folsom  
For

## BACKGROUND AND INTRODUCTION

This Initial Study identifies and analyzes the potential environmental impacts of the Russell Ranch Project (proposed project). The information and analysis presented in this document is organized in accordance with the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed.

The City of Folsom and the land owners within the FPASP area are taking necessary steps to implement the development of the FPASP area based upon the approval of the FPASP. As required by the CEQA and the National Environmental Protection Act (NEPA), a joint Environmental Impact Report/Environmental Impact Study (EIR/EIS) was certified by the City Council on June 14, 2011 by Resolution 8860 for the FPASP. In the Folsom South of U.S. 50 Specific Plan Project EIR/EIS (FPASP EIR/EIS), the following components were reviewed at a programmatic level with some impact areas including additional detailed analysis, where applicable: 10,210 residential units at various densities on a total of 1,477.2 acres; 362.8 acres designated for commercial and industrial use, including a regional shopping center; P-QP uses; elementary, middle, and high schools on 179.3 acres; 121.7 acres of community and neighborhood parks; stormwater detention basins; 1,053.1 acres of open-space areas and open-space preserves; and major roads with landscaping. The Russell Ranch Project was included in the analysis found in the FPASP EIR/EIS.

As required by LAFCo Resolution No. LAFC 1196, a Water Master Plan (WMP), Sewer Master Plan (SMP), and Storm Drainage Master Plan (SDMP) have been prepared. The WMP includes details of the off-site transmission main, storage tanks, booster stations, distribution mains and laterals. The SMP includes details of gravity sewer mains, pump stations, force mains, localized collector lines and individual laterals. The SDMP includes details of the balanced centralized and low impact development stormwater management system. All three Master Plans were approved by the City of Folsom on July 12, 2011 (Resolution No. 8870). However, the above Master Plans have since been updated to reflect some minor changes. Potential impacts related to the minor changes to the Master Plans have been analyzed at the project-level. The City of Folsom has prepared the South of Highway 50 Backbone Infrastructure Initial Study/Mitigated Negative Declaration (IS/MND), dated December 2014, which analyzed the impacts of the infrastructure needed to provide services to the FPASP area. The IS/MND analyzed impacts related to two main components: 1) updates to the FPASP Infrastructure Master Plans, including SDMP, WMP, and SMP; and 2) South of US 50 Backbone Infrastructure Build-out. The IS/MND was released for public review and comment on December 10, 2014, and is anticipated to be considered by the City Council for approval prior to public hearings on the proposed project.

The mitigation measures prescribed for environmental effects described in this Initial Study will be implemented in conjunction with the project, as required by CEQA. The mitigation measures will be incorporated into the project through project conditions of approval. The City will adopt findings and a Mitigation Monitoring/Reporting Program for the project in conjunction with the project, if approved.

## PROJECT DESCRIPTION

The proposed project site is located within the City of Folsom, which is within Sacramento County, California (see Figure 1). As illustrated in Figure 1, the City of Folsom is located approximately 15 miles northeast of the City of Sacramento, south of Folsom Lake. The project site is in the southeastern section of the City of Folsom, on the southern side of U.S. Highway 50 (US 50), near the Sacramento County/El Dorado County boundary. The proposed project site is situated within the eastern Hillside District of the FPASP (see Figure 2). The project site consists of approximately 429.7 acres and is bounded by US 50 to the north, White Rock Road to the south, and Placerville Road and an existing rail line to the west. The existing rail line runs along the east side of Placerville Road and East Bidwell Street. This rail corridor is known as the Sacramento-Placerville Transportation Corridor and is owned by a Joint Powers Authority (SPTC JPA). The SPTC has not been in commercial service since the late 1980's; however, the line is currently used for weekend excursion trains and other special events, with train operations ranging from five to 13 excursions per day on Saturdays and Sundays. The site is identified as Sacramento County APNs 072-0070-033 and 072-0270-138.

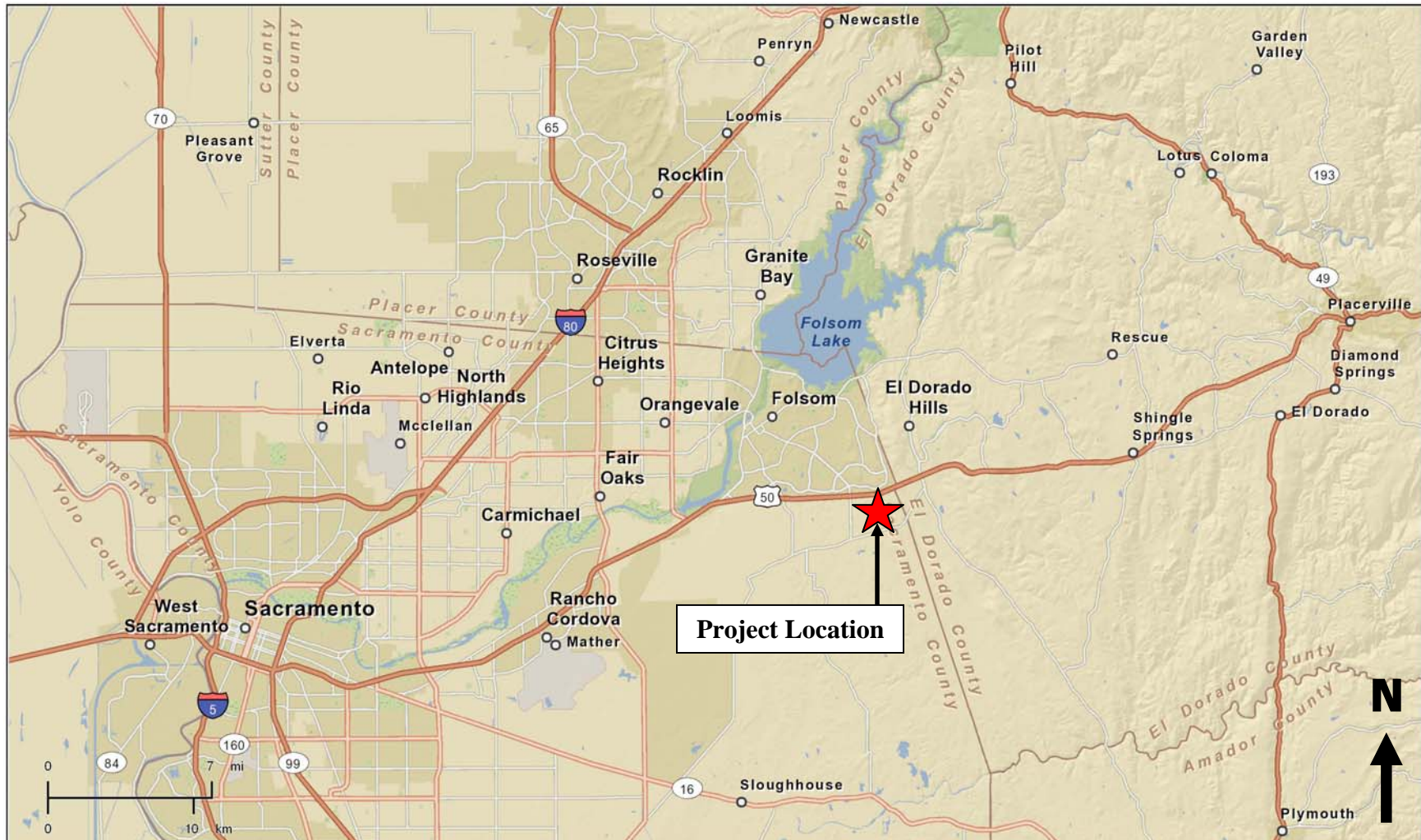
The proposed project includes off-site infrastructure for water, sewer and road improvements necessary to serve the planned development. Off-site improvements required would provide service to other projects within the FPASP area. Off-site infrastructure sized for other parts of the FPASP include a sewer lift station and mains, potable water main improvements to bring water to the site, booster pump stations and a storage tank, and roadway and drainage improvements. Construction of the off-site infrastructure would provide benefits to the entire plan area. Further detail regarding off-site improvements can be found below.

The project is part of the approved FPASP, which is a comprehensively planned community that proposes new development based upon principles of "Smart Growth" and Transit Oriented Development. The FPASP includes a mix of residential, commercial, employment and public uses complemented by recreational amenities, including a significant system of parks and open spaces, all within close proximity to one another. The project would fit into the overall planned community, with development of the full FPASP expected to occur over approximately a thirty-year horizon. Table 1 shows the existing land use designations, for the approved FPASP.

Existing land uses surrounding the proposed Russell Ranch Project site include single-family residential development and several major retail centers across US 50 to the north; El Dorado County housing developments and the El Dorado Hills Town Center to the east; open grasslands across White Rock Road to the south; and the open grasslands to the west.

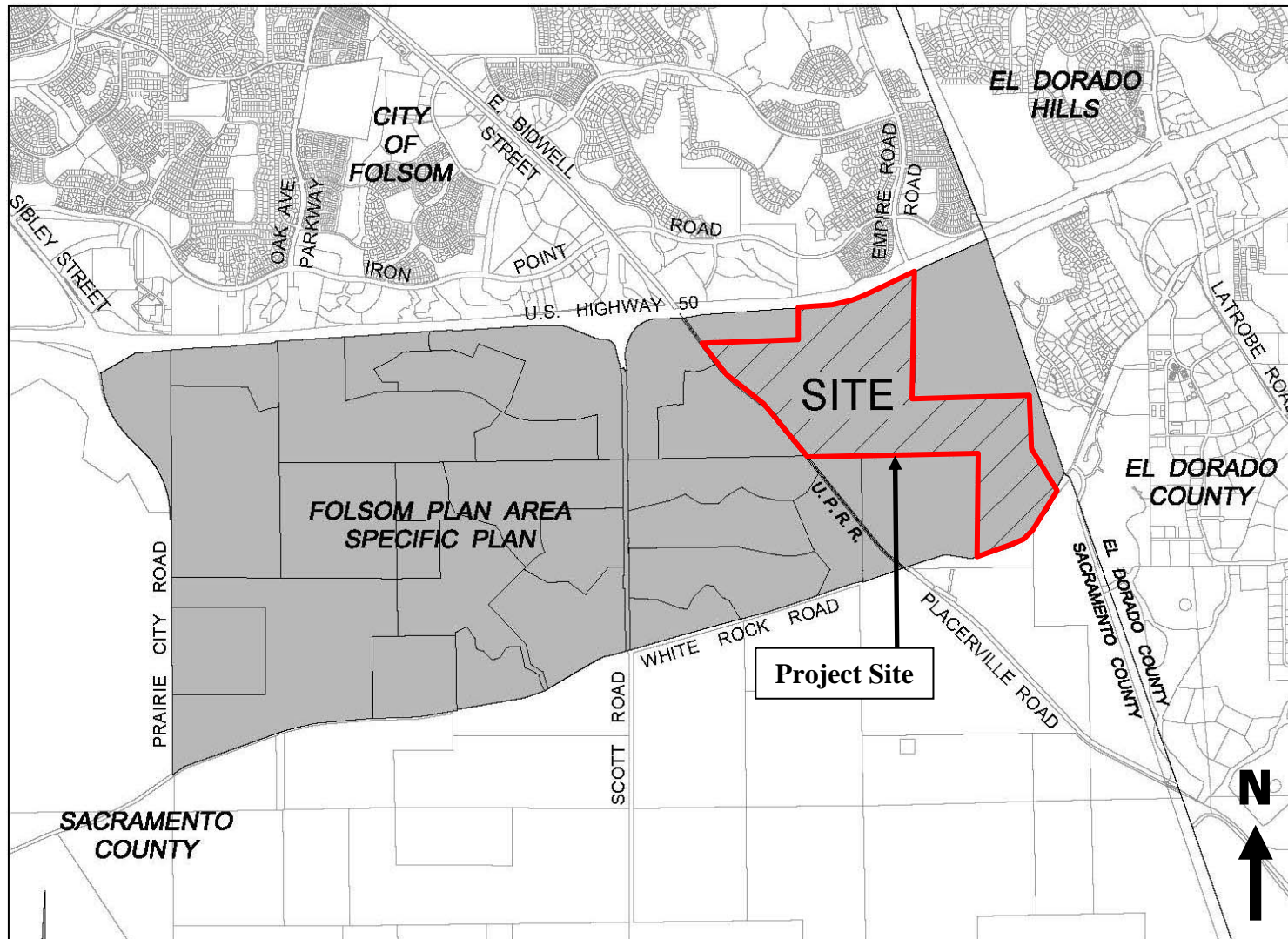
The nearest developed residential area is located over 400 feet north of the project site, opposite of US 50. In addition, a nearby developed residential area is located approximately 850 feet to the east of the project site, opposite of the Sacramento/El Dorado County boundary. Russell Ranch Elementary School is located approximately 0.40-miles northeast of the project site, and Vista Del Lago High School is located approximately 0.80-miles north of the project site. The nearest existing commercial development is north of US 50, and consists of mixed use commercial, medical offices, business professional, an existing and planned hospital, and various retail outlets.

**Figure 1**  
**Regional Project Location**





**Figure 2**  
**Project Vicinity Map**



| <b>Table 1<br/>Existing FPASP Land Use</b>                                    |              |                    |
|---|--------------|--------------------|
| <b>Land Use</b>   | <b>du/ac</b> | <b>Total Acres</b> |
| Single Family (SF)  | 1-4          | 557.8              |
| Single Family High Density (SFHD)   | 4-7          | 532.5              |
| Multi-Family Low Density (MLD)  | 7-12         | 266.7              |
| Multi-Family Medium Density (MMD)   | 12-20        | 67.0               |
| Multi-Family High Density (MHD)   | 20-30        | 49.9               |
| Mixed-Use District (MU)   | 9-30         | 59.1               |
| Office Park (IND/OP)  |              | 89.2               |
| Community Commercial (CC)   |              | 38.8               |
| General Commercial (GC)   |              | 212.9              |
| Regional Commercial (RC)  |              | 110.8              |
| Parks – Community West (P)  |              | 44.5               |
| Parks – Community East (P)  |              | 26.1               |
| Parks – Neighborhood (P)  |              | 47.6               |
| Parks – Local (P)   |              | 3.5                |
| High School-Middle School (P-QP)  |              | 79.6               |
| Elementary School (P-QP)  |              | 51.0               |
| Country Day School (P-QP)   |              | 48.7               |
| Circulation Improvements  |              | 171.6              |
| Open Space (OS)   |              | 1,053.1            |
| <b>Specific Plan Area Total</b>   |              | <b>3,510.4</b>     |
| <i>Note: du/ac = dwelling units per acre</i>                                  |              |                    |
| <i>Source: Folsom South of US 50 Specific Plan Project EIR/EIS, May 2011.</i> |              |                    |

The project site contains four structures (towers) located near the northeastern area of the project site with various radio and wireless telecommunication antennas attached. The northern tower is currently used by Sprint Nextel, while the central tower is used by AT&T Mobility. The two southern towers are used by three FM radio stations (106.5, 100.5, and 105.1), each with main and auxiliary antennas. It should be noted that the FPASP assumed the removal of all four towers. The four towers were identified in the FPASP EIR/EIS as existing changes to the natural, rolling topography. However, the area containing the four towers is designated as Open Space in the proposed project and, due to contractual commitments, is anticipated to remain in place.

The proposed project includes the following components:

- Vesting Tentative Subdivision Maps (Large-Lot and Small-Lot);
- On-Site Roadway Improvements;
- Off-Site Roadway Improvements;
- Bicycle and Pedestrian Circulation;
- Grading and Hillside Development;
- Open Space;
- Utilities and Infrastructure Improvements;

- General Plan and Specific Plan Amendments;
- Planned Development Permit and Design Guidelines;
- Amendment to the First Amended and Restated Development Agreement;
- Affordable Housing Agreement; and
- Affordable Housing Plan.

The specific entitlements requested as part of the proposed project are identified below. Table 2 shows the adopted land uses for the FPASP as well as the proposed land uses.

| <b>Table 2</b>                       |              |              |               |                                 |              |              |               |
|--------------------------------------|--------------|--------------|---------------|---------------------------------|--------------|--------------|---------------|
| <b>Project Land Use Summary</b>      |              |              |               |                                 |              |              |               |
| <b>Adopted FPASP Land Use Totals</b> |              |              |               | <b>Proposed Land Use Totals</b> |              |              |               |
| <b>Land Use</b>                      | <b>Acres</b> | <b>Units</b> | <b>Sq. Ft</b> | <b>Land Use</b>                 | <b>Acres</b> | <b>Units</b> | <b>Sq. Ft</b> |
| SF                                   | 191.6        | 574          |               | SF                              | 88.2         | 281          |               |
| SFHD                                 | 0            |              |               | SFHD                            | 116.7        | 480          |               |
| MLD                                  | 15.2         | 139          |               | MLD                             | 12.0         | 114          |               |
| MMD                                  | 22.2         | 406          |               | MMD                             |              |              |               |
| GC                                   | 59.5         |              | 380,061       | GC                              |              |              |               |
| OS                                   | 98.7         |              |               | OS                              | 102.1        |              |               |
| OS - Slope                           |              |              |               | OS - Slope                      | 53.1         |              |               |
| P-Neighborhood                       | 6.5          |              |               | P-Neighborhood                  | 5.3          |              |               |
| P-Private                            |              |              |               | P-Private                       | 3.5          |              |               |
| P-QP (ES)                            | 10           |              |               | P-QP (ES)                       | 9.7          |              |               |
| P-QP (W)                             | 1.8          |              |               | P-QP (W)                        | 1.9          |              |               |
| P-QP (Cell)                          |              |              |               | P-QP (Cell)                     | 2.6          |              |               |
| P-QP (Lift Sta.)                     |              |              |               | P-QP (Lift Sta.)                | 0.1          |              |               |
| Backbone ROW                         | 16.6         |              |               | Backbone ROW                    | 20.5         |              |               |
| Minor ROW                            |              |              |               | Minor ROW                       | 6.4          |              |               |
| US 50 Interchange ROW                | 7.6          |              |               | US 50 Interchange ROW           | 7.6          |              |               |
| <b>Total</b>                         | <b>429.7</b> | <b>1,119</b> |               | <b>Total</b>                    | <b>429.7</b> | <b>875</b>   |               |

### Vesting Tentative Subdivision Maps

The proposed project includes Large-Lot and Small-Lot Vesting Tentative Subdivision Maps. The Large-Lot Subdivision Map would subdivide the 429.7-acre site into 34 lots by use (see Figure 3). The Small-Lot Subdivision Maps would then subdivide the Large-Lot into smaller individual residential lots. The proposed project consists of a 429.7-acre Planned Development,



including the development of approximately 875 residential units on 216.9 acres, 164 acres of parks and open space, 14.3 acres of P-QP uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over 3 phases of development (see Figure 4).

The proposed Russell Ranch Phase 1 would be located in the center of the project site, and would include the development of approximately 364 residential units, a private park, an elementary school, and water storage. The public park site would be dedicated to the City in the first phase of development and construction timing would be determined by the City. In addition, Phase 1 would include partial improvement of Easton Valley Parkway between Scott Road and Placerville Road. Phase 1 would also include full improvement of Easton Valley Parkway east of Placerville Road to the east property line of the proposed project. Street C would extend the proposed Easton Valley Parkway and function as a “loop road” connecting to the planned “Street B/Placerville Road” of the FPASP. The Street C loop would provide two points of access to the proposed project in Phase 1. Phase 2 of the proposed project would be located in the northern portion of the project site; and would include the development of approximately 246 residential units and a private park north of the Street C loop. Phase 3 would be located in the southern portion of the project site; and would include the development of approximately 265 residential units, a 5.3-acre neighborhood park located adjacent to the proposed elementary school site, a lift station, and Empire Ranch Road that would extend south from the northern edge of the site to White Rock Road.

### **Site Access and Circulation**

On- and off-site roadway improvements would provide access to the project site. Arterial and neighborhood-serving streets would be constructed to serve the proposed project.

#### On-Site Roadway Improvements

The proposed project includes the following on-site roadway improvements.

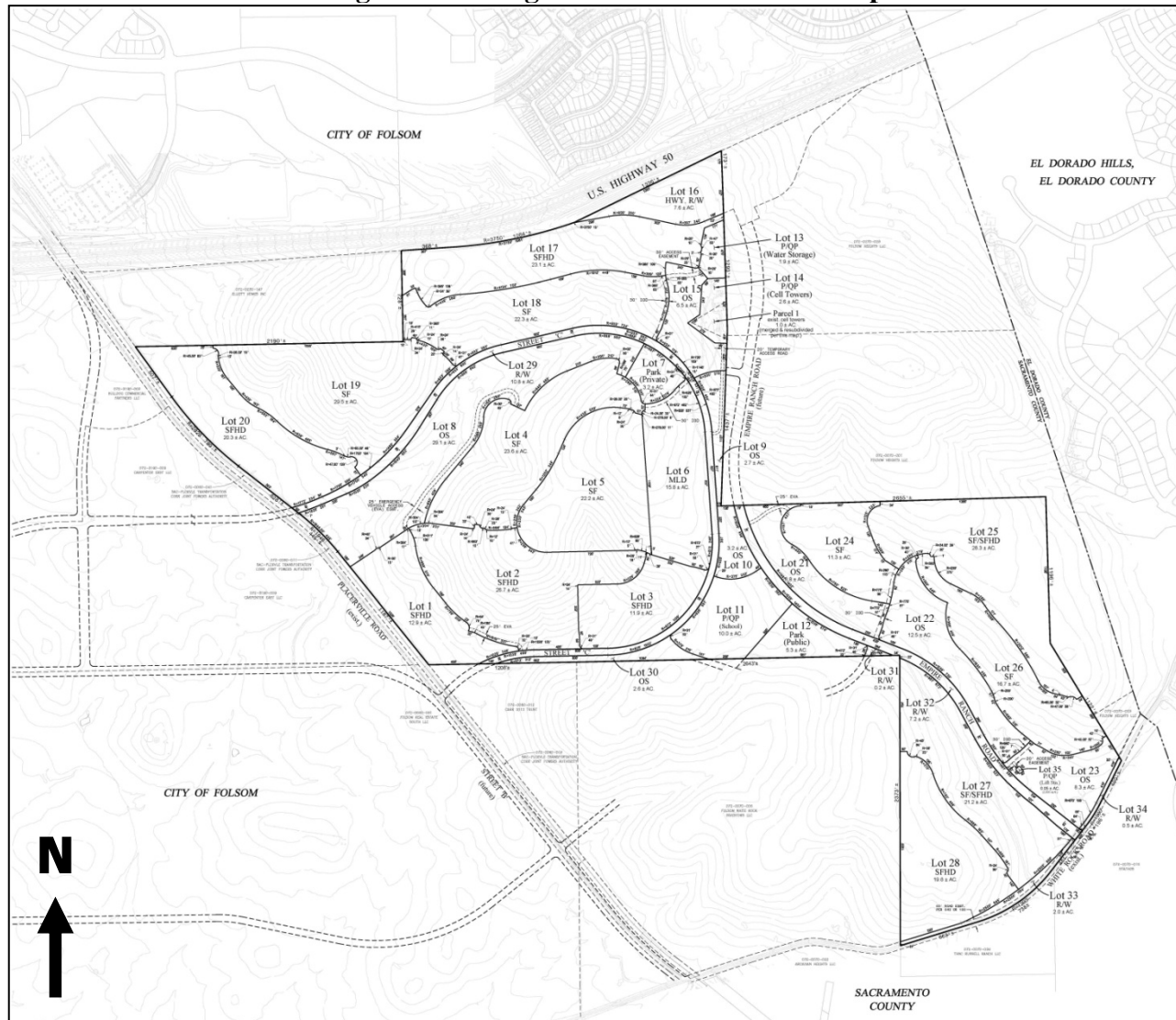
##### *Entry/Gateway Road*

Entry/Gateway roads would contain two 12-foot travel lanes and a 12-foot turn lane. Eight feet of additional right of way would be provided to accommodate a bike lane and curb and gutter. On one side, a 10-foot landscape strip plus a 6-foot-wide sidewalk would be provided, plus a 14-foot wide landscape area. The other side would provide landscaping varying from approximately 30 to as much as 100 feet.

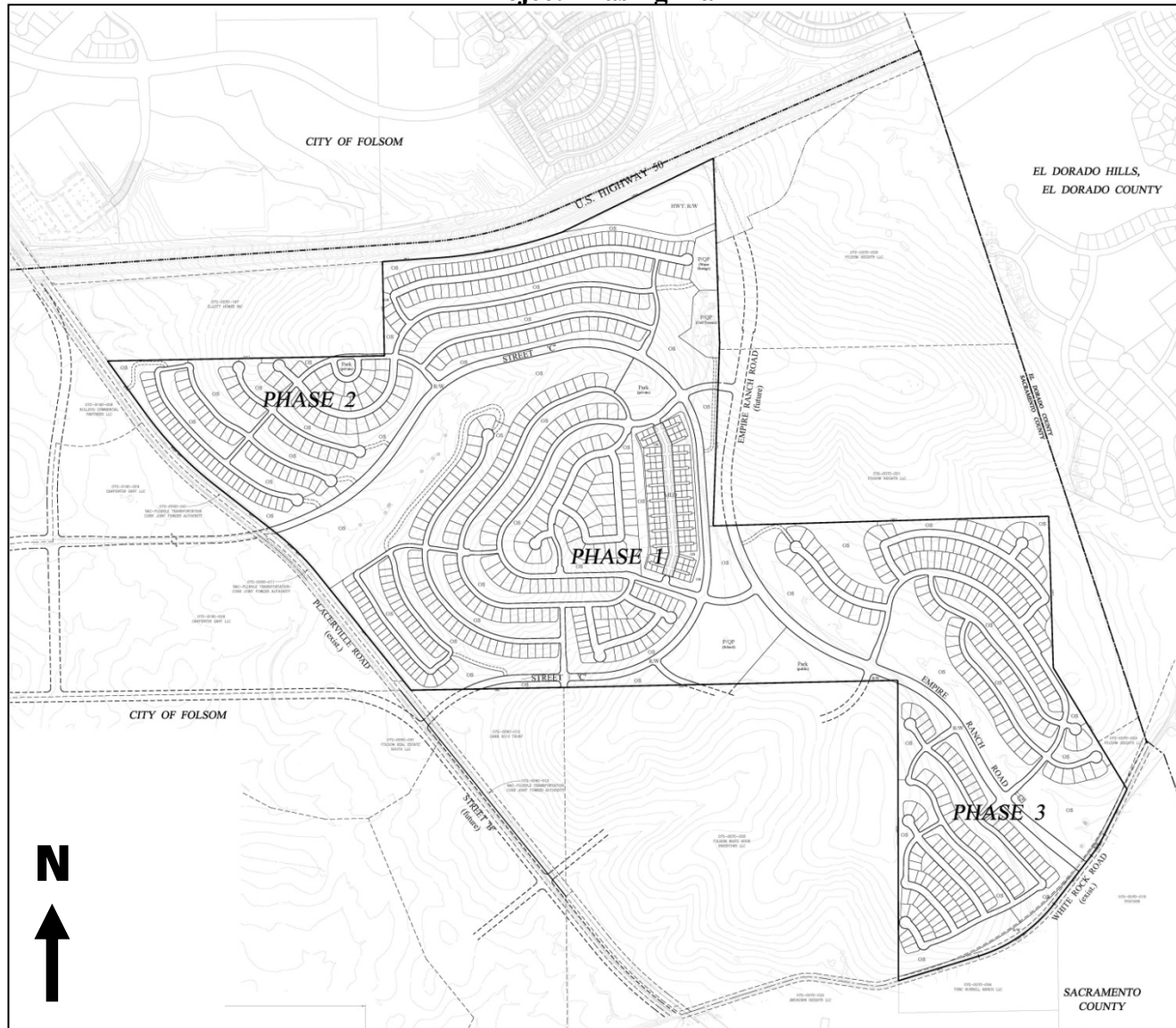
##### *Street C Loop*

The FPASP included backbone roadway improvements of Easton Valley Parkway. Street C within the project site would require the construction of Easton Valley Parkway and would function as a “loop road” connecting to the planned “Street B/Placerville Road” of the FPASP. The Street C loop would provide two points of access to the proposed project in Phase 1.

**Figure 3**  
**Large-Lot Vesting Tentative Subdivision Map**



**Figure 4**  
**Project Phasing Plan**



### *Empire Ranch Road Corridor*

Empire Ranch Road is a major arterial in the eastern portion of the site that would provide direct access to US 50 at the future Empire Ranch Road interchange. Empire Ranch Road also provides a direct link with White Rock Road at the southern edge of the project site. The east side of the Empire Ranch Road corridor would include a varying width landscape planter that would transition to a Class 1 Bike Trail and then further transition to natural open space located to the east of the project site.

### *Hillside Neighborhoods – Single Loaded Street*

The proposed project incorporates single loaded hillside street sections that restrict development and parking to one side of the street and consists of two travel lanes with vertical curb and gutter, a 7-foot landscape strip between the curb and the 5-foot sidewalk on the developed side of the street, and vertical curb and gutter and no sidewalk on the non-developed side of the street.

### *Local Street Separated Sidewalk*

The local street separated sidewalk section would be implemented where development is proposed on both sides of the street. The local street section consists of two travel lanes with parking on both sides, 7-foot planting strips, and 5-foot sidewalks adjacent to the vertical curbs on both sides of the street.

### *Local Street Separated Sidewalk Alternative*

The local street separated sidewalk alternative is proposed in areas of the plan where homes are not directly served off the street and therefore, the function of the street is as a local serving connector street. Typically one or both sides of the street would be adjacent to open space or landscaped areas. The local street separated sidewalk alternative would eliminate parking on the street. The street section would include 12-foot travel lanes with curb and gutter on each side. One side would increase the 6-foot landscape strip to 10 feet and maintain the 5-foot sidewalks while the other side would have varying width landscape depending on whether adjacent to open space or landscape area.

### *Gated Access*

Private, gated entries are proposed within the Phase 1 portion of the project site. Private, gated entries would be included at the access points to the single-family homes located in the middle of Phase 1, as well as at the north and south access points to the MLD homes located along “6A Drive”. The gated entries are anticipated at both vehicle and pedestrian access points. It should be noted that the pedestrian access points would not provide direct access to any of the proposed public trail system and would, thus, not preclude the general public from access to the trail system.

### Off-Site Roadway Improvements

Due to the condition and size of Placerville Road as well as existing traffic conditions at the intersection of Iron Point Road and East Bidwell Street, the proposed project would construct additional off-site roadway improvements that would extend to the planned Easton Valley Parkway (Street C Extension). The Street C extension would extend from Placerville Road west to Scott Road. The Street C extension would include partial improvements of Easton Valley Parkway.

### Bicycle and Pedestrian Circulation

Pedestrian and non-motorized circulation is proposed and conceptually consistent with the approved FPASP with the improved sidewalk system, Class 1 bicycle paths, and Class 2 bicycle lanes. Additional trail opportunities are proposed that allow for recreation and connections to other plan-wide trails, and are also consistent with the approved FPASP and the Folsom Bikeway Master Plan (see Figure 5).

### **Grading and Hillside Development**

The project is located on an undeveloped hillside, and due to the challenges of development on steep slopes, grading and hillside standards apply. In addition to the City of Folsom Hillside Development Guidelines, Appendix A.5.3.1 of the FPASP, contains specific standards to guide conventional, contour and landform grading activities associated with all uses in hillside areas, including the project area. The FPASP Hillside Standards control in place of those standards set forth in Folsom Municipal Code Chapter 14.33.

All grading on the hillside would be mass graded by the developer within each of the three phases of development. A combination of contour, conventional, and landform grading would be part of the earthwork activities. Techniques such as split cross sections of divided streets and trails would be utilized to minimize and better fit into the natural conditions creating view opportunities. Both the Planned Development Permit and the FPASP allow for deviations from enumerated grading standards when necessary to improve the design of the development, permit desirable arrangements of structures in relation to public areas, and to otherwise achieve the overall objectives of the FPASP.

### **Open Space**

Open space areas are proposed to increase from approximately 98.7 acres to 155.2 acres. The increase is intended to primarily reduce impacts to resource areas, consistent with the FPASP, and secondarily to provide sufficient horizontal separation between tiers of lots with landscaped slopes. The area of the landscaped slopes between tiers of lots is approximately 53.1 acres, which would not be considered usable open space area. Accordingly, a resulting balance of 102.1 acres of open space for passive and preserve open space areas would be located throughout the project. As identified on Figure 5, the location of the proposed trail and bikeway system is coordinated with the preserved open space areas to take advantage of these natural amenities.



**Figure 5**  
**Bicycle and Pedestrian Circulation**



## Existing Towers

The project site has four structures (towers) located near the northeastern hilltop of the project site with various radio and wireless telecommunication antennas attached. The northern tower is currently used by Sprint Nextel, while the central tower is used by AT&T Mobility. The two southern towers are used by three FM stations (106.5, 100.5, and 105.1), each with main and auxiliary antennas. It should be noted that the FPASP land use and zoning maps did not include the four towers. The four towers were identified in the FPASP EIR/EIS as existing changes to the natural, rolling topography. However, the area containing the four towers is designated as Public-Quasi-Public in the proposed project and, due to contractual commitments, are anticipated to remain in place.

## Utilities and Infrastructure

The proposed project would include extension of, and connection to, existing utility lines including water, sewer, stormwater, electricity, gas, telephone and cable television. Below is a brief summary of the proposed public utilities.

### Water Supply/Conveyance

The proposed project would receive water from the City of Folsom, through a water supply contract between the City and the landowners in the FPASP. The terms of the water supply and funding for that supply are contained in the Water Supply and Facilities Financing Plan and the Water Supply Agreement between the City of Folsom and Folsom Plan Area Landowners.<sup>1</sup> The project would connect to a line extension in Placerville Road (see off-site water conveyance improvements below). A new water storage tank would be constructed in the northeastern portion of the site along Empire Ranch Road. Twelve-inch water lines would be constructed throughout the project site along Street C and Placerville Road to provide a looped water system (see Figure 6, Figure 7, and Figure 8).

### *Off-site Water Conveyance Improvements*

Water would be treated at the City's existing water treatment plant and conveyed to the site through existing pipelines to approximately the intersection of East Bidwell Street and Iron Point Road. The water pipeline would be extended from East Bidwell Street across US 50 to Placerville Road. Once across US 50, new booster pumps would be installed to boost the pressure (see *Off-site Sewer Conveyance Improvements*

Wastewater treatment for the proposed project would be provided by the Sacramento Regional County Sewer District (SRCSD) at the existing wastewater treatment plant (WWTP) near Elk Grove. Wastewater would be collected from the site and conveyed first to a sewer lift station near Prairie City Road and pumped across US 50 to an existing SRCSD transmission system

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<sup>1</sup> Environmental Review for the Water Supply Agreement was conducted by the City via an Addendum to the Folsom South of US 50 Specific Plan Project EIR/EIS, and was certified by the City Council on December 12, 2012. The City thereafter filed a validation action to confirm the terms of the Water Supply Agreement which action was approved by the Sacramento Superior Court on October 16, 2013.

main and ultimately to the WWTP. The initial backbone infrastructure to be constructed includes the Easton Valley Parkway Sewer Lift Station that would provide delivery of wastewater to the Sacramento SRCSD treatment plant for over 95 percent of the FPASP and the outfall sewer main to this Lift Station provides sewer conveyance sized for over half of the FPASP.

Three off-site sewer conveyance alternatives are proposed to serve the proposed project. Proposed sewer alignment alternative 1 would follow the future alignments of Street C extension and Easton Valley Parkway westerly to the lift station site near Prairie City Road (see **Error! Not a valid bookmark self-reference.**). Proposed sewer alignment alternative 2 would extend west along Easton Valley Parkway to Scott Road; then extend south along Scott Road to Street A; then extend west along Street A to the Mangini Ranch sewer pump station and travel north via the new force main back to Easton Valley Parkway and join the other alignment to the new lift station (see Figure 10). Proposed sewer alignment alternative 3 would extend west along Easton Valley Parkway to Scott Road; then extend south along Scott Road to Street A; then extend west along Street A to Oak Avenue; then follow Oak Avenue north back to Easton Valley Parkway and join the other alignment to the new lift station (see Figure 11).

The SMP includes details of gravity sewer mains, pump stations, force mains, localized collector lines and individual laterals.

The City of Folsom's sewer collection system consists of over 267 miles of sanitary sewer pipe and nine pump stations. The City does not own or operate the facilities that treat its wastewater. Instead, through an agreement with the SRCSD, the City's wastewater is conveyed through the SRCSD's regional sewer pipelines for treatment at SRCSD's Sacramento Regional Wastewater Treatment Plant near Elk Grove.

A SMP was prepared in 2007. To provide more flexible phasing, an updated SMP has been prepared dated September 2014. The overall system remains essentially the same with the following changes:

1. A trunk sewer main has been relocated to Street A and Oak Avenue and removed from the Open Space along the east edge of the Alder Creek corridor.
2. To allow more flexible phasing, a new main has been added to Scott Road extending between Easton Valley Parkway and Street B.
3. A sewer lift station has been relocated north of the intersection of Empire Ranch Road and White Rock Road.
4. Various sewer watersheds have been adjusted, which modifies certain sewer pipeline sizes.



Figure 9, Figure 10, Figure 11). The project would also construct a new water storage tank that would serve the entire eastern area of the FPASP. It should be noted that the City of Folsom has undertaken a WMP update for the FPASP. The proposed water infrastructure to serve the Russell Ranch Project is consistent with the WMP update.

The WMP includes details and sets forth the plan for the off-site transmission main, storage tanks, booster stations, distribution mains and laterals necessary to serve the FPASP area. A WMP was prepared in 2007 based on a supply source different than the source identified through the Systems Optimization Review (SOR) Project. The FPASP EIR/EIS evaluated proposed water supply from the Natomas Central Mutual Water Company and Sacramento River to serve the FPASP project. Following EIR/EIS certification, the City initiated an SOR, pursuant to the SBx7-7 mandate, and concluded that the existing water supply system, once improved, had the capacity to serve the FPASP project. An EIR/EIS Addendum was prepared and certified in December 2012 for the alternative water supply to the FPASP. Subsequently, an updated WMP dated October 7, 2014 has been prepared to address the necessary changes in infrastructure to serve the project. The principal changes that have occurred between the two Plans are:

1. New pressure zone elevations.
2. New transmission pipelines to deliver the initial phase of water from the existing City system.
3. Zone 3 east booster pump station at the Folsom WTP.
4. Relocation of water storage tanks for pressure Zones 3, 4 and 5.
5. Pressure booster pumps serving Zones 4 and 5 located on the south side of US 50 at Placerville Road and a pressure pump to serve Zone 6 located on the southwest quadrant of future Empire Ranch Road interchange.
6. Addition of a storage tank for recycled water near US 50 and Placerville Road.
7. Additional service improvements to serve the ultimate FPASP demand (8.8 MGD), including a new booster pump station and 30-inch transmission pipeline from the Folsom WTP.

Due to the grade variation in all zones, service pressure reducing valves would be installed, as required, for necessary service connections throughout the FPASP area. Zone 2 is located in the western most area of the FPASP area, and serves connections at elevations ranging from 280 ft to 385 ft. Zone 3 serves connections at elevations ranging from 350 ft to 450 ft. Zone 4 serves connections at elevations ranging from 425 ft to 550 ft. Zone 5 serves connections at elevations ranging from 525 ft to 650 ft. Zone 6 serves connections at elevations ranging from 605 ft to 770 ft.

### Sewer Conveyance

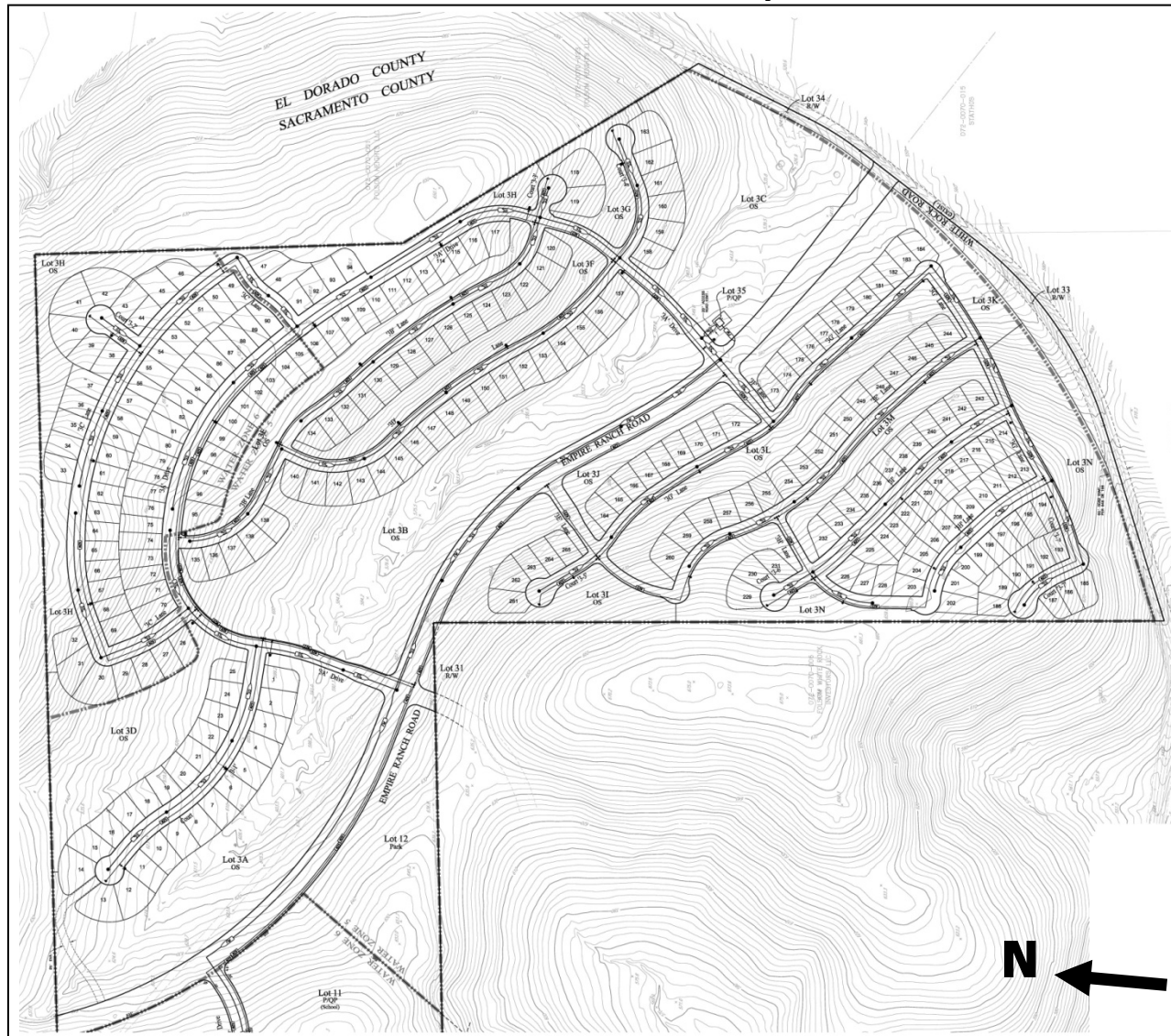
On-site sewer mains would be constructed to convey project flows to the intersection of Placerville Road and Street C extension (see Figure 6, Figure 7, and Figure 8). The proposed on-site sewer infrastructure to serve the Russell Ranch Project would be consistent with the SMP update.



**Figure 7**  
**Phase 2 Water and Sewer Conveyance**



**Figure 8**  
**Phase 3 Water and Sewer Conveyance**



### *Off-site Sewer Conveyance Improvements*

Wastewater treatment for the proposed project would be provided by the Sacramento Regional County Sewer District (SRCSD) at the existing wastewater treatment plant (WWTP) near Elk Grove. Wastewater would be collected from the site and conveyed first to a sewer lift station near Prairie City Road and pumped across US 50 to an existing SRCSD transmission system main and ultimately to the WWTP. The initial backbone infrastructure to be constructed includes the Easton Valley Parkway Sewer Lift Station that would provide delivery of wastewater to the Sacramento SRCSD treatment plant for over 95 percent of the FPASP and the outfall sewer main to this Lift Station provides sewer conveyance sized for over half of the FPASP.

Three off-site sewer conveyance alternatives are proposed to serve the proposed project. Proposed sewer alignment alternative 1 would follow the future alignments of Street C extension and Easton Valley Parkway westerly to the lift station site near Prairie City Road (see **Error! Not a valid bookmark self-reference.**). Proposed sewer alignment alternative 2 would extend west along Easton Valley Parkway to Scott Road; then extend south along Scott Road to Street A; then extend west along Street A to the Mangini Ranch sewer pump station and travel north via the new force main back to Easton Valley Parkway and join the other alignment to the new lift station (see Figure 10). Proposed sewer alignment alternative 3 would extend west along Easton Valley Parkway to Scott Road; then extend south along Scott Road to Street A; then extend west along Street A to Oak Avenue; then follow Oak Avenue north back to Easton Valley Parkway and join the other alignment to the new lift station (see Figure 11).

The SMP includes details of gravity sewer mains, pump stations, force mains, localized collector lines and individual laterals.

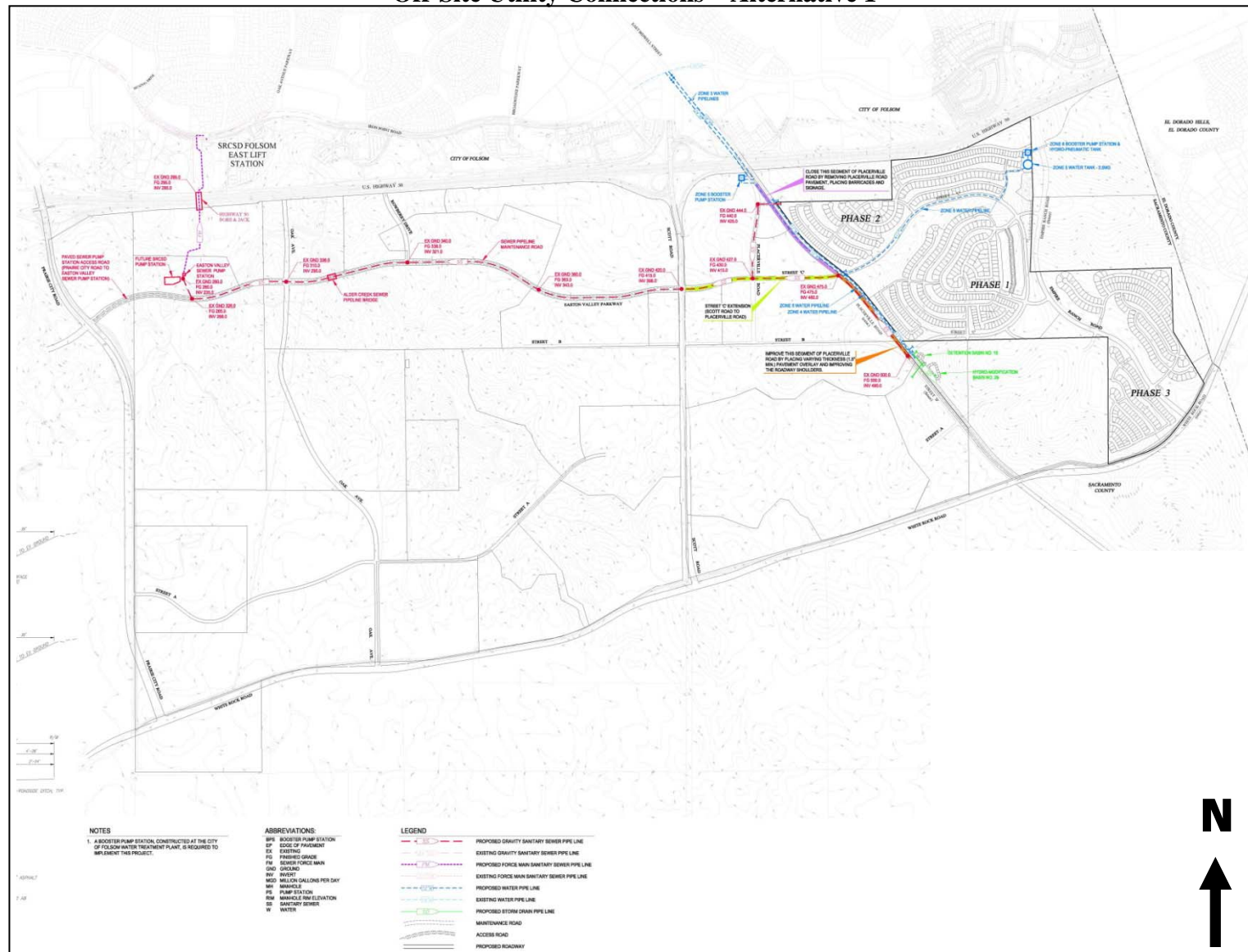
The City of Folsom's sewer collection system consists of over 267 miles of sanitary sewer pipe and nine pump stations. The City does not own or operate the facilities that treat its wastewater. Instead, through an agreement with the SRCSD, the City's wastewater is conveyed through the SRCSD's regional sewer pipelines for treatment at SRCSD's Sacramento Regional Wastewater Treatment Plant near Elk Grove.

A SMP was prepared in 2007. To provide more flexible phasing, an updated SMP has been prepared dated September 2014. The overall system remains essentially the same with the following changes:

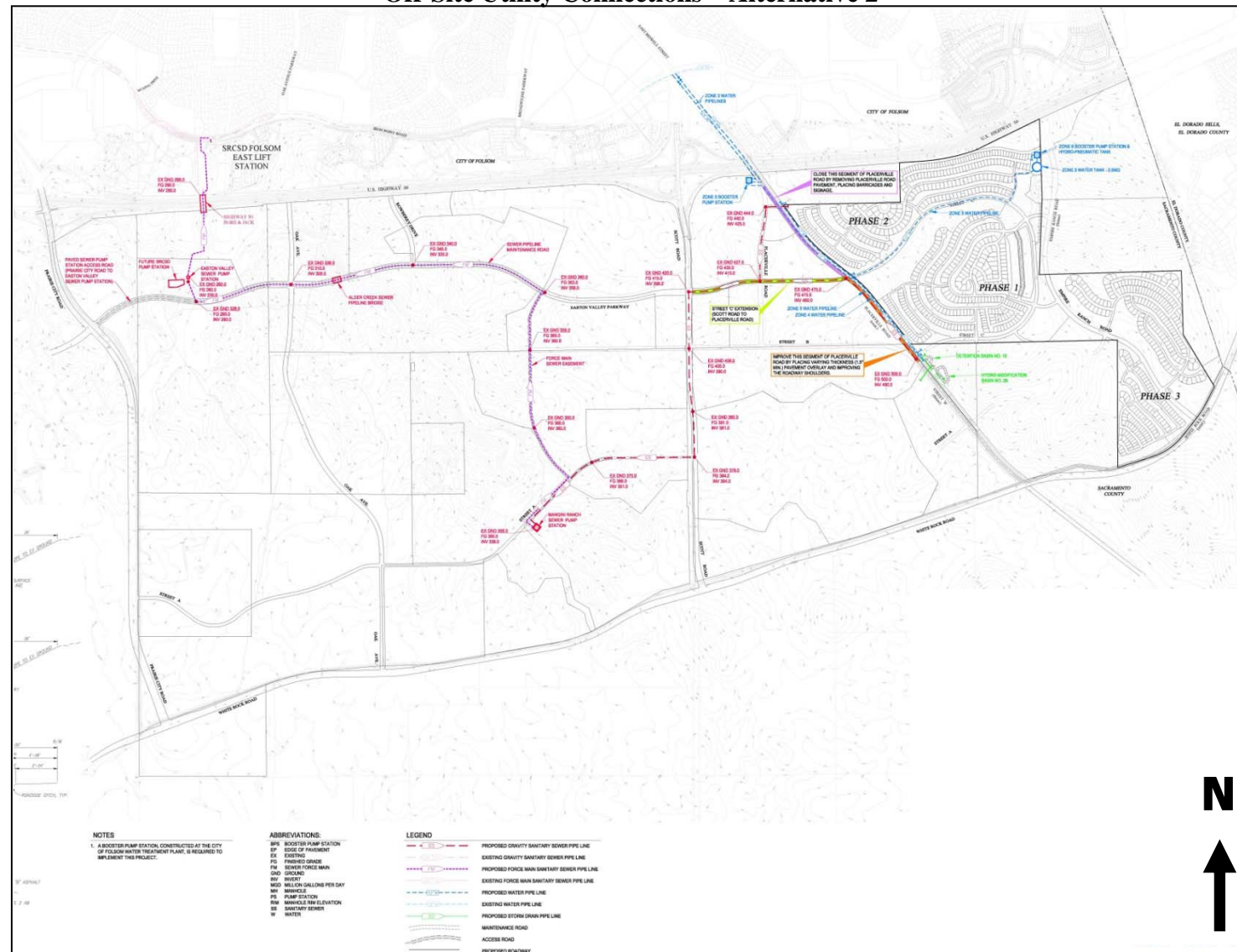
5. A trunk sewer main has been relocated to Street A and Oak Avenue and removed from the Open Space along the east edge of the Alder Creek corridor.
6. To allow more flexible phasing, a new main has been added to Scott Road extending between Easton Valley Parkway and Street B.
7. A sewer lift station has been relocated north of the intersection of Empire Ranch Road and White Rock Road.
8. Various sewer watersheds have been adjusted, which modifies certain sewer pipeline sizes.



**Figure 9**  
**Off-Site Utility Connections – Alternative 1**



**Figure 10**  
**Off-Site Utility Connections – Alternative 2**







Development phasing would result in periods of time where the flow through the wastewater infrastructure pipelines is minimal. In addition, the topography of the FPASP area results in a wide range of pipe slopes, including relatively flat pipes in several areas. As such, increased flushing and/or odor control may be necessary during FPASP development. Odor control facilities would be constructed and high-velocity hydraulic cleaning and vacuum cleaning of select sewer lines would be provided, as necessary.

### Stormwater Drainage

The proposed on-site drainage infrastructure to serve the Russell Ranch Project would be constructed to convey project flows to new on- and off-site drainage basins and ultimately discharged into Alder Creek and Carson Creek. The stormwater from the western portion of the site within Phase 1 would collect within the curb and gutter system and drain to the drainage basin adjacent to the intersection of Street C and Placerville Road; stormwater from the eastern portion of the site would be conveyed south to an off-site drainage basin (see Figure 12). The residential lots within Phase 2 would collect within the curb and gutter system and drain into the drainage basin along Placerville Road just south of US 50 (see Figure 13). The stormwater drainage within Phase 3 would collect within the curb and gutter system and drain south into the drainage basin along Empire Ranch Road and White Rock Road (see Figure 14).

### *Off-site Stormwater Drainage*

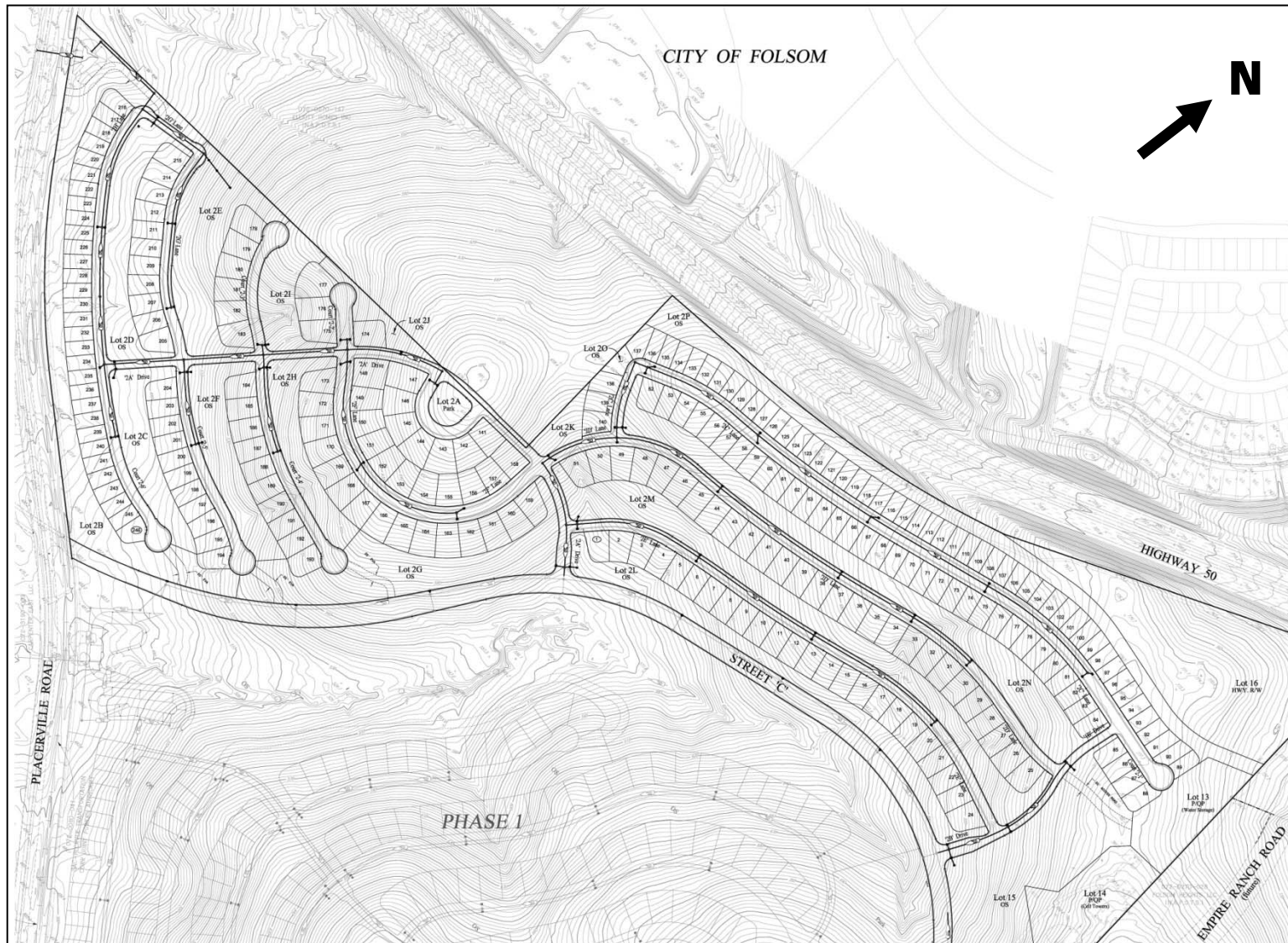
The proposed project would include two off-site storm drain detention basins. The size and location of the basins would be consistent with the Folsom Plan Area Storm Drainage Master Plan. As shown in the Drainage Master Plan and Figures 3-13, 14, and 15, the Detention Basin No. 10 and Hydro-Modification Basin No. 26 are required to accommodate the anticipated drainage from the project site and surrounding areas. Detention Basin No. 10 would have a capacity of approximately 2 acre-feet. Hydro-Modification Basin No. 26 would have a water quality treatment and detention capacity of approximately 7 acre-feet. A portion of the project storm drainage would be first routed to these two basins before being conveyed to an outfall under Placerville Road to the west and ultimately to Alder Creek. The two drainage basins would serve other properties within the eastern portion of the FPASP consistent with the Folsom Plan Area Storm Drainage Master Plan.

It should be noted that the project applicant is currently negotiating with the land owner of the proposed off-site drainage basin locations. If, after negotiations, an agreement cannot be made with the land owner, the locations of the basins would be modified to be located completely on the project site, which would result in a slight reduction to the total residential area and, subsequently, cause a reduction in the total unit count for the proposed project. However, should this scenario occur, the analysis within this EIR would still be sufficient, as the analysis assumes worst-case conditions, with a higher unit count and greater off-site area of disturbance than would result from the drainage basins being located on-site.

**Figure 12**  
**Phase 1 Stormwater Conveyance**

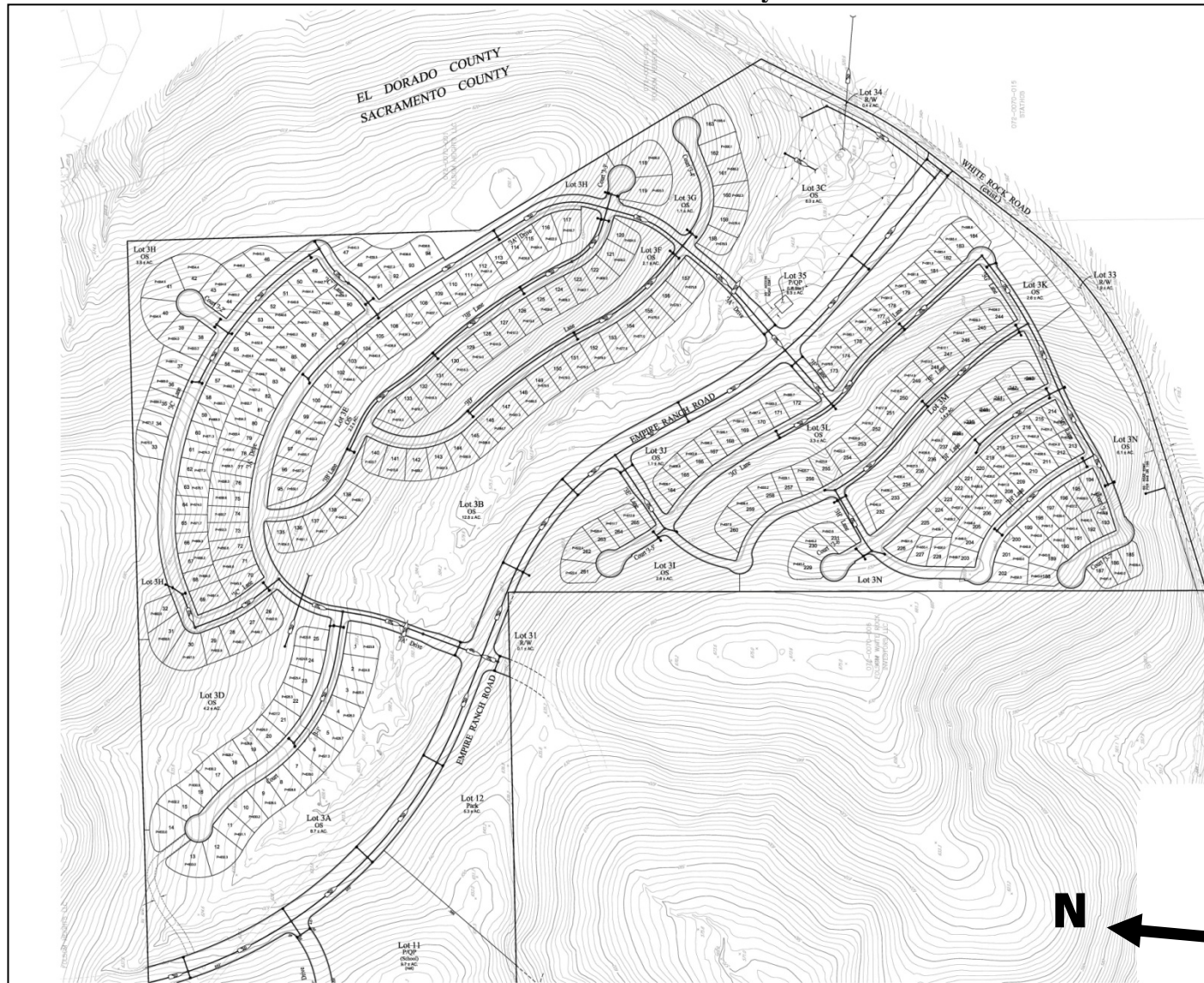


**Figure 13**  
**Phase 2 Stormwater Conveyance**





**Figure 14**  
**Phase 3 Stormwater Conveyance**



## Electricity

Sacramento Municipal Utility District (SMUD) would provide electric service to the proposed project. SMUD has an existing 69kV transmission line at Placerville Road and US 50. The transmission line would be extended south along Placerville Road to a new substation. Both the line and substation would be a separate project constructed by SMUD and analyzed in an environmental document with SMUD as the lead agency.

### *Off-Site SMUD Substation*

In order for SMUD to serve the project site, the construction of a substation is required. SMUD currently has two potential sites, but has not yet decided on the location of the substation (see **Error! Not a valid bookmark self-reference.**). A potential SMUD substation site was contemplated in the FPASP EIR/EIS.

## Gas

PG&E would provide natural gas to the proposed project. PG&E has existing facilities along Placerville Road. A new gas regulating station would be needed to reduce pressures appropriate for local distribution.

## Telephone

AT&T would provide telephone services. AT&T has existing facilities at Placerville Road and US 50. Extension of the existing facilities would be necessary to serve the proposed project.

## Cable TV

Comcast is the local Cable TV provider in the area. Extensions of the existing facilities would be necessary to serve the proposed project.

## **General Plan and Specific Plan Amendments**

The proposed project would amend the General Plan and portions of the FPASP land use designations. As shown in Table 2 above, the proposed land use changes would result in a decrease in SF, the addition of new SFHD, decrease in MLD, elimination of MMD, elimination of GC, and an increase in P, OS, and P-QP from the land uses approved in the FPASP and General Plan.

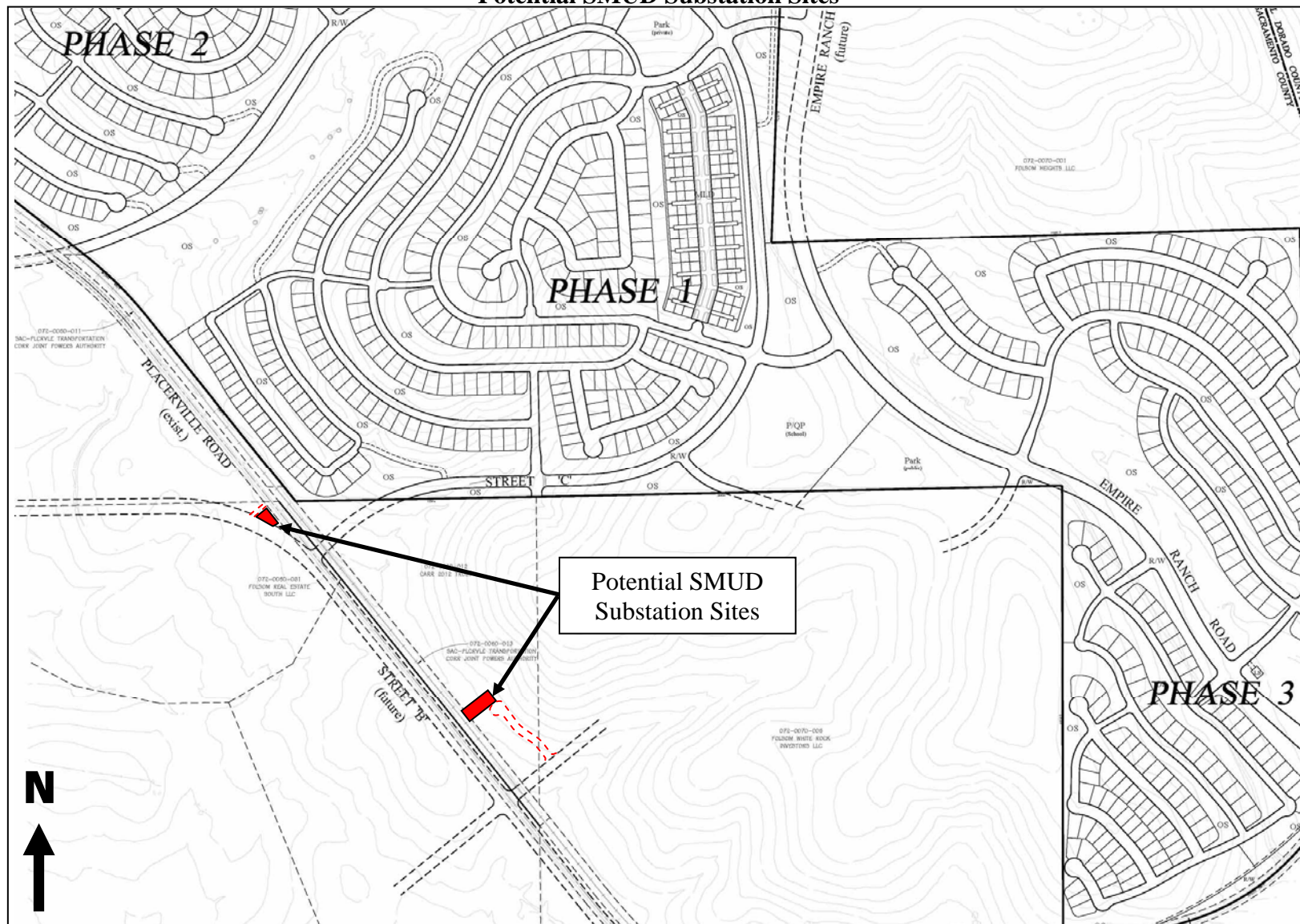
## **Planned Development Permit**

The FPASP allows the opportunity for each project within the FPASP area to seek a Planned Development (PD) Permit and create Design Guidelines. The proposed project includes a PD permit request, which would allow for unique development standards applicable to the topography of the site. The Design Review process would ensure compatibility and consistency in design and quality throughout development.





**Figure 15**  
**Potential SMUD Substation Sites**



## **Development Agreement**

The City already has adopted a Tier 1 Development Agreement (T1DA) between the City of Folsom and landowners within the FPASP area, and thereafter amended terms in that agreement by a First Amended and Restated Development Agreement (ARDA). The ARDA supersedes the T1DA in its entirety. The ARDA was approved by the City Council on June 10, 2014, and became effective on July 11, 2014. The ARDA provides for certain additional terms that would apply to all property within the FPASP.

The ARDA provides that as Specific Plan Amendments and “Subsequent Entitlements” (defined to include those project-specific approvals that are required in order for development to occur, including, but not limited to, tentative and final large and small lot maps, parcel maps, use permits, design review, grading plans, and building permits) are brought forward, the Applicant would enter into an “Amendment to the First Amended and Restated Development Agreement” (hereafter referred to as the “Amendment to the ARDA”) to incorporate the Specific Plan Amendments within the scope of the ARDA. The anticipated Amendment to the ARDA for this project would (1) reaffirm the Applicants’ commitment to all terms in the ARDA; (2) vest the entitlements proposed by this application on the same terms and conditions stated in the ARDA; and (3) address project-specific issues identified herein.

## **Affordable Housing Plan and Agreement**

Due to the steep topography, the approved FPASP and the proposed project do not contain multi-family high density sites. Therefore, the project proponent is requesting an Affordable Housing Plan and Agreement to meet the City’s affordable housing ordinance requirements in lieu of providing affordable housing on-site. The affordable housing requirements would be met through options set forth in Chapter 17.104.060, and that those commitments would be memorialized in an affordable housing plan and agreement as required by Folsom Municipal Code section 17.104.100(C).

## **Required Public Approvals**

The following discretionary approvals and permits are required by the City of Folsom for implementation of the proposed project:

- Certification of the EIR and adoption of a Mitigation Monitoring and Reporting Program;
- Approval of a General Plan/Specific Plan Amendment (from SF, MLD, MMD, GC, OS, P, and P-QP to SF, SFHD, MLD, OS, P, and P-QP);
- Approval of Amendment to ARDA;
- Approval of Vesting Tentative Large-Lot and Small-Lot Subdivision Maps;
- Approval of a Planned Development Permit and Design Guidelines; and
- Approval of an Affordable Housing Plan and Affordable Housing Agreement.

Subsequent ministerial actions would be required for the implementation of the proposed project including, but not limited to, issuance of grading and building permits.



As mentioned above, the City has prepared the South of Highway 50 Backbone Infrastructure IS/MND for the backbone infrastructure necessary for buildout the FPASP area. The MND, dated November 2014 and released for public review and comment on December 10, 2014, would be required to be considered by the City Council for approval prior to public hearings on the proposed project.

## ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

For this checklist, the following designations are used:

**Potentially Significant Impact:** An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

**Less Than Significant with Mitigation Incorporated:** An impact that requires mitigation to reduce the impact to a less-than-significant level.

**Less-Than-Significant Impact:** Any impact that would not be considered significant under CEQA relative to existing standards.

**No Impact:** The project would not have any impact.

| <b>I. AESTHETICS.</b><br><i>Would the project:</i> |   | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|---|--------------------------------------|---|-------------------------------------|--------------------------|
| a.   | Have a substantial adverse effect on a scenic vista?  | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| b.   | Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                   | <input type="checkbox"/> |
| c.   | Substantially degrade the existing visual character or quality of the site and its surroundings?  | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| d.   | Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |

### **Discussion**

- a. Typically, a scenic vista is associated with views of an ocean, mountains, hills, lakes, rivers, canyons, open spaces, and other natural features. According to the FPASP EIR/EIS, because the visual character of the FPASP area is of high quality, and the area is part of a large stretch of undeveloped land along US 50 in eastern Sacramento County that contains oak woodlands and rock outcroppings, the FPASP area is described as a scenic vista. Therefore, because the proposed project is located within the FPASP area, development of the proposed project would occur within a scenic vista.

The project site has four structures (towers) located near the northeastern area of the project site with various radio and wireless telecommunication antennas attached. It should be noted that the FPASP assumed the removal of all four towers. The four towers were identified in the FPASP EIR/EIS as existing changes to the natural, rolling topography. However, the area containing the four towers is designated as P-QP in the proposed project and, due to contractual commitments, is anticipated to remain in place.

Because of the sloped nature of the area, the proposed project would be considered to be located within a hillside area of the City and would be subject to the City's Hillside Development Guidelines. Accordingly, the project design must comply with Ordinance No. 798, Hillside Development Procedures and Standards. The purpose of the Hillside Development Guidelines is to illustrate key design principles and issues which the City will use in evaluating applications for development of any site within the identified hillside areas of the City. In addition, the FPASP contains Hillside Standards (Appendix A.5 of the FPASP) which further guide hillside development. Significant hillside issues include street design, grading, site design, parking, drainage, architecture, landscaping, visual impact and preservation of natural features. If there is an inconsistency between the Folsom Municipal Code and the FPASP Design Standards, the FPASP Design Standards govern.

The project area changes topographically, with slopes increasing towards the eastern foothills. The proposed project could be visible from areas to the north and west, as well as from the nearby residences to the north and travelers along US 50. The Design Permit and Architectural Review would ensure consistency with the Hillside Development Guidelines, Specific Plan, and that the buildings would be designed with enhanced elevations, colors, and materials that both take advantage of the views from the hill, and complement the hillside and views of the project. However, due to the scenic vista identified in the project vicinity, the proposed project could result in a *potentially significant* impact on a scenic vista.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- b. The segment of US 50 adjacent to the project site is not an officially designated State scenic highway. According to the FPASP EIR/EIS, although the project site does not contain, nor is it visible from, a state-designated scenic highway, Scott Road south of White Rock Road is a designated scenic corridor in Sacramento County because of the location within an especially scenic rural portion of Sacramento County. The project site would not be visible from the portion of Scott Road designated as a scenic corridor as the site is separated from the corridor by intervening topography, vegetation, and distance. In addition, because the proposed project site has been annexed to the City of Folsom, the project is no longer under the jurisdiction of Sacramento County.

Impacts related to scenic resources within a State scenic highway resulting from buildout of the FPASP area were previously analyzed in the FPASP EIR/EIS and were determined to be negligible. The proposed land use changes would not significantly alter the conclusion of the EIR/EIS. Because a scenic corridor is not located in the vicinity of the site, a *less than significant* impact would result.

- c. The 429.7-acre project site is located in the southern portion of the City of Folsom, south of US 50. The site has historically been used for agricultural grazing. Implementation of the proposed project would result in conversion of grassy hillsides to urban areas, generally consisting of housing units, open space, and P-QP uses. Views would be permanently altered to urban development, substantially degrading viewsheds located on Scott Road, Placerville Road, White Rock Road, US 50, and for people located within the City of Folsom and nearby rural residences. Development of an undeveloped site would change the visual character of the area. The change in visual character and quality of the site could result in a *potentially significant* impact.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- d. The proposed project consists of a 429.7-acre Planned Development, including approximately 875 residential units on 216.9 acres, 164 acres of parks and open space, 14.3 acres of P-QP uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over three phases of development. Development of the proposed project would create new sources of light

and glare associated with the future residences that could adversely affect day and nighttime views in the area. Residential receptors, which are typically considered sensitive to increased light and glare, are not currently located immediately adjacent to the project site though residences are located north of US 50, approximately 400 feet north of the project site. In addition, residential development is located approximately 830 feet east of the project site. Therefore, the lighting and glare associated with the development of the project site could have a *potentially significant* impact by increasing light and glare in the project area.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

## II. AGRICULTURE AND FOREST RESOURCES.

*Would the project:*

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|---|-------------------------------------|--------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>            | ✗                        |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                   | <input type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>            | ✗                        |
| d. Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>            | ✗                        |
| e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>            | ✗                        |

### Discussion

- a,e. The project site is designated as “Grazing Land” on the Sacramento County Important Farmland 2010 map. The “Grazing Land” farmland designation is not considered Important Farmland under CEQA (California Public Resources Code Sections 21060.1 and 21095 and State CEQA Guidelines Appendix G). In addition, the entire project site is made up of Auburn-Argonaut-Rock outcrop complex, three to eight and eight to 30 percent slopes. Auburn-Argonaut-Rock outcrop complex does not meet the soil criteria for Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is currently designated and zoned by the approved FPASP for residential, commercial, open space, and public use. Development of the project site was contemplated in the FPASP on page 3A.10-29 and conversion of Important Farmland (i.e., Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) to nonagricultural uses was determined to have no impact in the FPASP EIR/EIS. The proposed land use changes would not significantly alter the conclusion of the EIR/EIS. As such, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. Therefore, ***no impact*** related to the conversion of Farmland would occur.
- b. The proposed project consists of a 429.7-acre Planned Development and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over three phases of development. The portion of the project site planned for development of the residential and P-QP uses east of Placerville Road is not under an existing Williamson Act contract.

However, the off-site improvements would be located on land under an existing Williamson Act contract.

According to the FPASP EIR/EIS, approximately 1,530 acres of the project site south of US 50 consist of agricultural lands under existing Williamson Act contracts that are in the process of nonrenewal. Notices of nonrenewal were filed for the aforementioned parcels in 2004 and 2006; as a result, the existing contracts will expire in 2014 and 2016, respectively. The notices of nonrenewal were filed five to seven years prior to FPASP approval in 2011; therefore, the intent to cancel the contract was shown prior to approval of the FPASP.

According to California Government Code Section 51292, a public agency shall not locate a public improvement within an agricultural preserve unless the following findings are made:

- (a) The location is not based primarily on a consideration of the lower cost of acquiring land in an agricultural preserve.
- (b) If the land is agricultural land covered under a contract pursuant to this chapter for any public improvement, that there is no other land within or outside the preserve on which it is reasonably feasible to locate the public improvement.

The proposed off-site infrastructure would support the future development of the FPASP. The locations of the proposed improvements are not based primarily on a consideration of the lower cost of acquiring land in an agricultural preserve. Instead, the locations of the proposed improvements are best suited for the land at question as the FPASP area has been planned for future urban development. In addition, other land within or outside the land under contract 74-AP-029 which is reasonably feasible to locate the proposed public improvements does not exist. As such, the proposed project would comply with the conditions outlined in Section 51292.

According to California Government Code Section 51293, special exemptions can take place on land for which a Williamson Act contract has been filed for nonrenewal. The proposed backbone infrastructure would fall under criteria (c) because the locations of the public utility improvements have been approved by the Public Utilities Commission. Therefore, the proposed improvements can take place on land for which a Williamson Act contract has been filed for nonrenewal but would not take place until 2016 when the contract is expired.

### Conclusion

Because buildout of the proposed project would not conflict with a Williamson Act contract pursuant to Section 51293 and the property has filed for nonrenewal, the project would result in a *less-than-significant* impact.

- c, d. The project area is not considered forest land (as defined in Public Resources Code section 12220[g]), timberland (as defined by Public Resources Code section 4526), and is

not zoned Timberland Production (as defined by Government Code section 51104[g]). Therefore, the proposed project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

| <b>III. AIR QUALITY.</b><br><i>Would the project:</i> |  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-<br>Than-<br>Significant<br>Impact | No<br>Impact             |
|---|--|--------------------------------------|---|---|--------------------------|
| a.  | Conflict with or obstruct implementation of the applicable air quality plan?   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| b.  | Violate any air quality standard or contribute substantially to an existing or projected air quality violation?  | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| c.  | Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| d.  | Expose sensitive receptors to substantial pollutant concentrations?  | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| e.  | Create objectionable odors affecting a substantial number of people?   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |

### **Discussion**

- a-d. The Federal Clean Air Act (42 U.S.C. Section 7401) requires the adoption of National Ambient Air Quality Standards (NAAQS) to protect public health and safety, and welfare from known or anticipated effects of air pollution. Current standards are set for ozone, carbon monoxide (CO), nitrogen dioxide, sulfur dioxide, particulate matter equal to or less than 10 microns in size (PM<sub>10</sub>), fine particulate matter equal to or less than 2.5 microns in size (PM<sub>2.5</sub>), and lead. The State of California Air Resources Board (CARB) has established additional standards that are generally more restrictive than the NAAQS. Local air quality districts are responsible for enforcing local air quality rules and conducting local air quality planning.

The City of Folsom is within the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD), which regulates air quality in the Sacramento Metropolitan Area, and is located in the Sacramento Valley Air Basin (SVAB). The Folsom area is currently designated as a nonattainment area for State and federal ozone, State and federal particulate matter 2.5 microns in diameter (PM<sub>2.5</sub>), and State particulate matter 10 microns in diameter (PM<sub>10</sub>) standards. Due to the nonattainment designations, the SMAQMD, along with the other air districts in the SVAB region, is required to develop plans to attain the federal and State standards for ozone and particulate matter. The SMAQMD currently has the following air quality plans in place: the *2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (2013 Ozone Attainment Plan); the *PM<sub>2.5</sub> Implementation/Maintenance Plan and Re-designation Request for Sacramento PM<sub>2.5</sub> Nonattainment Area* (PM<sub>2.5</sub> Implementation/Maintenance Plan); and the *2009 Triennial Report and Plan Revision*. The air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control measures have worked, and show how



air pollution will be reduced. In addition, the plans include the estimated future levels of pollution to ensure that the area will meet air quality goals.

Adopted SMAQMD rules and regulations, as well as the thresholds of significance, are consistent with the air quality plans. According to the SMAQMD CEQA Guide, projects that exceed the SMAQMD's mass emission thresholds for operational emissions of ROG or NO<sub>x</sub>, would be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. Development projects with emissions below the thresholds of significance for criteria pollutants would be determined to not conflict with or obstruct implementation of applicable air quality plans.

The proposed project consists of a 429.7-acre Planned Development, including the development of approximately 875 residential units on 216.9 acres, 164 acres of parks and open space, 14.3 acres of P-QP uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over 3 phases of development. Development of the proposed project would increase the number of people and, subsequently, vehicle trips in the City. As a result, increased amounts of ozone precursors (NO<sub>x</sub> and ROG) and carbon monoxide (CO) would be generated, potentially exceeding SMAQMD thresholds and conflicting with applicable air quality plans. In addition, construction of the project would involve grading and excavation activities that would generate particulate matter (PM<sub>10</sub>), as well as other construction vehicle and equipment emissions, which could also exceed SMAQMD thresholds.

Therefore, development of the proposed project could: conflict with the implementation of State Implementation Plans (SIPs) or local air quality management plans; violate an air quality standard or contribute to an existing or projected air quality violation; result in a cumulatively considerable net increase of any criteria pollutant for with the project region is in non-attainment; or expose sensitive receptors to substantial pollutant concentrations. Therefore, the proposed project could result in a *potentially significant* impact with regard to air quality.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- e. The proposed project may cause temporary odors from diesel exhaust during construction. During some periods of development, construction activity could potentially occur in close proximity to existing or future-planned sensitive receptors for an extended period of time. In particular, a substantial number of people in the existing residential neighborhood located just east of the FPASP area in El Dorado Hills could be exposed to odorous diesel exhaust emissions generated by construction activity. It should be noted that the residences within the first phase of development may be subject to construction odors. However, the odors would cease after construction is completed.

Common sources of nuisance odors, such as wastewater treatment facilities, waste-disposal facilities, or agricultural operations, are not proposed as part of the project. The

proposed project's residential uses are not typically associated with the creation of objectionable odors. Nevertheless, construction of the proposed project could create objectionable odors, and a *potentially significant* impact related to objectionable odors could result.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

#### IV. BIOLOGICAL RESOURCES.

*Would the project:*

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-<br>Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|---|---|--------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?  | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                       | <input type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>                | ✗                        |

#### Discussion

- a-d. According to the City of Folsom General Plan, sensitive habits to be protected include northern hardpan vernal pools, valley bunch grasslands, freshwater marshlands, riparian forests and woodlands, oak savannah and woodlands, and permanent and seasonal wetlands. The 429.7-acre project site has historically been used for agricultural grazing and consists of hillside covered by annual grasslands, comprised of hillside slopes, hilltops, valleys, and seasonal drainage tributaries of Alder and Carson Creeks. The project site has four structures (towers) located near the northeastern area of the project site with various radio and wireless telecommunication antennas attached.

The project site contains potential habitat types, such as grasslands and seasonal drainage tributaries, which may be suitable for plant or wildlife species that are listed as threatened or endangered. As a result, development of the proposed project could have a substantial

adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. In addition, the open space to the south of the project site may provide opportunities for wildlife to move around developed areas to preserved open spaces within the project area and use the Alder Creek corridor. Therefore, the project could have a ***potentially significant*** impact to protected species.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- e. The 429.7-acre project site has historically been used for agricultural grazing and consists of undeveloped hillside covered by annual grasslands, comprised of hillside slopes, hilltops, valleys, and seasonal drainage tributaries of Alder and Carson Creeks. According to the tree survey performed for the proposed project, native oak trees or street trees that are covered by the City's Tree Preservation Ordinance are not located on the project site. Therefore, the project would have a ***less-than-significant*** impact to local policies or ordinances protecting biological resources.
- f. The South Sacramento Habitat Conservation Plan (SSHCP) is currently being drafted by Sacramento County, other member cities, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife. The City of Folsom, however, did not participate with the plan. Therefore, the project site is located in an area that does not have an approved Habitat Conservation Plan, Natural Community Conservation Plan, or local, regional, or state habitat conservation plan. As such, ***no impact*** related to said Plans would occur.

| V. CULTURAL RESOURCES.   |                                      |   |   |                          |
|--|--------------------------------------|---|---|--------------------------|
| <i>Would the project:</i>  |                                      |   |   |                          |
|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-<br>Than-<br>Significant<br>Impact | No<br>Impact             |
| a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?          | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5? | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource on site or unique geologic features?                   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries.                                       | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |

### Discussion

- a-d. According to the FPASP EIR/EIS, the proposed 429.7-acre project site does not contain any previously recorded fossil localities. However, the EIR/EIS noted that the FPASP area is sensitive for previously unidentified and currently unknown cultural resources. Given the prehistoric and historic activity that occurred over time in the project area, the potential exists for the project to cause an adverse change in the significance of a historical or archaeological resource, destroy a unique paleontological resource, site, or unique geologic feature, or disturb any human remains; and a ***potentially significant*** impact could occur.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

## VI. GEOLOGY AND SOILS.

*Would the project:*

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-<br>Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|---|---|--------------------------|
| a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:   |                                      |   |   |                          |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault?               | <input type="checkbox"/>             | ✗   | <input type="checkbox"/>                | <input type="checkbox"/> |
| ii. Strong seismic ground shaking?   | <input type="checkbox"/>             | ✗   | <input type="checkbox"/>                | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/>             | ✗   | <input type="checkbox"/>                | <input type="checkbox"/> |
| iv. Landslides?  | <input type="checkbox"/>             | ✗   | <input type="checkbox"/>                | <input type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil?  | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                       | <input type="checkbox"/> |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                       | <input type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code?   | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                       | <input type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>                | ✗                        |

## Discussion

- ai-iv. According to the FPASP EIR/EIS, the nearest Alquist-Priolo Earthquake Fault Zone is located approximately 50 miles from the FPASP area, and the FPASP area is not underlain by or adjacent to any known faults. Because the damage from surface fault rupture is generally limited to a linear zone a few yards wide, the potential for surface rupture to cause damage to proposed structures is negligible.

The project is located on an undeveloped hillside, and due to the challenges of development on steep slopes, grading and hillside standards apply. In addition to the City of Folsom Hillside Development Guidelines, the FPASP, Appendix A.5.3.1 contains specific standards to guide conventional, contour and landform grading activities associated with all uses in hillside areas, including the project area. The FPASP Hillside Standards control in place of those standards set forth in Folsom Municipal Code Chapter 14.33. All grading on the hillside would comply with the City of Folsom Hillside Development Guidelines and the FPASP Hillside Standards.

In addition, the FPASP EIR/EIS concluded that impacts at the proposed project site related to strong seismic groundshaking, liquefaction, and landslides would be reduced to less-than-significant levels with implementation of Mitigation Measures 3A.7-1a and 3A.7-1b. Mitigation Measure 3A.7-1a, which requires preparation of a site-specific geotechnical report per California Building Code (CBC) requirements, has been implemented by the applicant. The project-specific geotechnical report was completed in December 2013 and includes recommendations for any potential impacts related to geology and soils. In addition, Mitigation Measure 3A.7-1b, which requires monitoring of earthwork during earthmoving activities, is required below. Therefore, without mitigation, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

- VI-1        *Prior to issuance of a grading permit, the applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.*
- VI-2        *All foundation plans shall be reviewed and approved by the Building Safety Division, respectively, prior to issuance of building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.*
- VI-3        *Prior to initiation of ground disturbance, a geotechnical engineer shall develop a program to monitor the sites during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The monitoring program shall be subject to review and approval by the Folsom Community Development Department.*

- b-d.        The project site is undeveloped hillside covered by annual grasslands, comprised of hillside slopes, hilltops, valleys, and seasonal drainage tributaries of Alder and Carson Creeks.

Soil Erosion

The proposed improvements would require substantial ground disturbance, resulting in temporarily exposed soils. Exposed soil can be transported to downstream waterways when subject to wind and/or water. However, according to the site-specific Geotechnical Engineering Study performed by Youngdahl Consulting Group, Inc., adequate surface drainage control would be designed in accordance with the latest applicable edition of the

CBC. All slopes would have appropriate drainage and vegetation measures to minimize erosion of slope soils. Therefore, impacts related to soil erosion would be less than significant with implementation of a Storm Water Pollution Prevention Plan (SWPPP) and best management practices (BMPs). It should be noted that impacts related to soil erosion and site drainage are analyzed in the Hydrology and Water Quality Section.

### Unstable Soils

Lateral spreading is the horizontal movement or spreading of soil toward an open face, such as a streambank, the open side of fill embankments, or the sides of levees. The potential for failure from subsidence and lateral spreading is highest in areas where the groundwater table is high, where relatively soft and recent alluvial deposits exist, and where creek banks are relatively high. Soil bearing capacity is the ability of soil to support the loads applied to the ground; where the bearing capacity is too low to support proposed structures, subsidence and settlement may occur.

Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and take on the characteristics of a fluid, thus becoming similar to quicksand. Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater.

According to the FPASP EIR/EIS, the on-site soils are unlikely to be subject to liquefaction in the event of an earthquake. The project site is located on stable soil underlain at shallow depths by bedrock, the potential seismic sources are approximately 50 miles away, and the groundwater table is at least 100 feet below the ground surface. According to the project-specific geotechnical report, due to the absence of permanently elevated groundwater table, the relatively low seismicity of the area, and the relatively shallow depth to bedrock, the potential for seismically-induced damage due to liquefaction, surface ruptures, settlement, and slope instability is considered negligible.

### Expansive Soils

Expansive soils are composed largely of clays, which greatly increase in volume when saturated with water and shrink when dried. Because of this effect, building foundations may rise during the rainy season and fall during the dry season. If this expansive movement varies underneath different parts of a single building, foundations may crack, structural portions of the building may be distorted, and doors and windows may become warped so that they no longer function properly. The potential for soil to undergo shrink and swell is greatly enhanced by the presence of a fluctuating, shallow groundwater table. Changes in the volume of expansive soils can result in the consolidation of soft clays after the lowering of the water table or the placement of fill.

According to the project-specific geotechnical report, due to the limited presence of expansive materials observed, special design considerations for expansive soils are not anticipated to be required for the design or construction of the proposed improvements



provided the expansive materials are adequately blended with the non-plastic site soils prior to use as engineered fill during the site grading procedures.

### Conclusion

Implementation of Mitigation Measures VI-1 and VI-2 would address potential impacts related to geology and soils. The project-specific geotechnical report includes comments and recommendations concerning site preparation and grading to ensure that impacts related to soil erosion and unstable or expansive soil would be mitigate. Overall, the proposed project would result in *less-than-significant* impacts related to soil erosion and unstable or expansive soils.

- e. The 429.7-acre site would include connection to existing and proposed utility lines, including water, sewer, electricity, gas, and telephone/cable. The proposed project would connect to the existing City wastewater service.

Impacts related to the suitability of soils for use with septic systems were determined to be negligible by the FPASP EIR/EIS. The proposed land use changes would not significantly alter the conclusion of the EIR/EIS. The use of septic systems is not proposed. Therefore, *no impact* regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

| VII. CLIMATE CHANGE.<br><i>Would the project:</i> |  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|---|--|--------------------------------------|---|-------------------------------------|--------------------------|
| a.  | Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?       | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| b.  | Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses? | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |

### **Discussion**

- a,b. Implementation of the proposed project could incrementally contribute to a cumulative increase of greenhouse gas (GHG) emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO<sub>2</sub>) and, to a lesser extent, other GHG pollutants, such as methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O). Sources of GHG emissions include area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. Because the proposed project could generate GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation, a ***potentially significant*** impact could occur.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

## VIII. HAZARDS AND HAZARDOUS MATERIALS.

*Would the project:*

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|---|-------------------------------------|--------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                   | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?   | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                   | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                   | <input type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>            | ✗                        |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>            | ✗                        |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>            | ✗                        |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                   | <input type="checkbox"/> |
| h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?   | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                   | <input type="checkbox"/> |

### Discussion

The following section is based primarily upon the Phase I Environmental Site Assessment (May 7, 2013) prepared for the project site by ENGEO Incorporated.

- a,b. The proposed project consists of a 429.7-acre Planned Development, including the development of approximately 875 residential units on 216.9 acres, 164 acres of parks and open space, 14.3 acres of P-QP uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over three phases of development. Construction of the proposed project site requires excavation and movement of on-site soils. Construction activities would involve the use

of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Construction of the proposed project could expose construction workers, the public, or the environment to hazardous materials through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used and removed from the project site and transported to and from the site during construction. Accidental releases of small quantities of these substances could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard.

A Radio Frequency Study was prepared for the proposed project by Hammet & Edison, Inc. to analyze the potential exposure of radio frequency associated with the existing radio towers located on the proposed project site. According to the study, the open space designation for the radio tower area would provide an adequate buffer to avoid public exposure of radio frequencies above applicable limits. Therefore, the proposed project would not create a significant hazard to the public related to radio frequency exposure.

During project operation, hazardous materials, such as landscaping products like fertilizer and pesticides, may be used. However, the transport of hazardous materials is regulated by the California Highway Patrol and Caltrans, and use of hazardous materials is regulated by the Department of Toxic Substances Control (Title 22 of the CCR). The project applicant(s), builders, contractors, business owners, and others would be required to use, store, and transport hazardous materials in compliance with local, state, and Federal regulations during project construction and operation. As a result, the proposed project would be required by law to implement and comply with existing hazardous material regulations, resulting in a *less-than-significant* impact related to the routine transport, use, disposal, or upset of hazardous materials.

- c. The nearest school to the proposed project, Russell Ranch Elementary School, is located approximately 0.40 miles northeast of the project site. However, the proposed project includes the development of an elementary school on-site. Thus, the project would be within one-quarter mile of a proposed school. Residential uses are not typically associated with the routine transport, use, or disposal of hazardous materials, or present a reasonably foreseeable release of hazardous materials. Any hazardous materials associated with the residential uses would consist primarily of typical household cleaning products and fertilizers, which would be utilized in small quantities and in accordance with label instructions, which are based on federal and/or State health and safety regulations. In addition, as discussed above, the project would be required by law to implement and comply with existing hazardous material regulations, which would ensure the proposed project would not create any significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, although the proposed project would be within one-quarter mile of a proposed school, operations associated with the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste, and a *less-than-significant* impact would occur.

- d. According to the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the project area is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the project would not create a significant hazard to the public or the environment, and ***no impact*** would occur.
- e,f. The nearest airport to the project site is the Cameron Airpark, located approximately 6.25 miles northeast of the site. As such, the project site is not located within two miles of any public airports or private airstrips, and does not fall within an airport land use plan area. Impacts related to airports and private airstrips resulting from buildout of the FPASP area were previously analyzed in the FPASP EIR/EIS and were determined to be negligible. The proposed land use changes would not significantly alter the conclusion of the EIR/EIS. Therefore, ***no impact*** would occur.
- g. Implementation of the proposed project would not result in any substantial modifications to the existing roadway system and would not interfere with potential evacuation or response routes used by emergency response teams. Due to the condition and size of Placerville Road as well as existing traffic conditions at the intersection of Iron Point Road and East Bidwell Street, the proposed project would construct additional off-site roadway improvements that would extend to the planned Easton Valley Parkway (Street C Extension). The Street C extension would extend from Placerville Road west to Scott Road. The Street C extension would include partial improvements of Easton Valley Parkway, and would provide benefits to the eastern portion of the FPASP by constructing a new access from Scott Road and US 50.

The above circulation improvements would be constructed in accordance with the City of Folsom requirements and all roadways and intersections would meet City design standards. The project would not restrict vehicular, pedestrian, or bicycle access within or in the vicinity of the project site. In addition, the FPASP EIR/EIS concluded that impacts related to the potential interference with an adopted emergency response or emergency evacuation plan would be less than significant. Therefore, the project would have a ***less-than-significant*** impact with respect to impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

- h. According to the FPASP EIR/EIS, the proposed project is located within a state responsibility area designated as a moderate fire hazard severity zone. In state responsibility areas, the CAL FIRE is required to delineate three hazard ranges: moderate, high, and very high “local responsibility areas,” which are under the jurisdiction of local entities (e.g., cities, counties). Local entities are required to only identify very high fire hazard severity zones. Development of the proposed project would include the installation of fire suppression systems (e.g., fire hydrants, fire sprinklers, smoke detectors) and would be designed in accordance with the latest requirements of the California Fire Code. In addition, the proposed development would be subject to fire safety requirements of the Folsom Fire Department, which would review all plans as part of the City’s Building Permit review process. Fire sprinklers, vegetative buffer zones, and other fire-safe measures may be required as part of their review.

Furthermore, the City's General Plan Safety Element includes policies to ensure that adequate fire protection services are provided to all new and existing development (i.e., General Plan Goal 29 and General Plan Policies 29.1 and 29.2), with which the project would be required to comply. Project implementation would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or residences are intermixed with wildlands. Therefore, the proposed project would have a ***less-than-significant*** impact associated with wildland fire.

| <b>IX. HYDROLOGY AND WATER QUALITY.</b><br><i>Would the project:</i> |  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--|--------------------------------------|---|-------------------------------------|--------------------------|
| a.   | Violate any water quality standards or waste discharge requirements?   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| b.   | Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| c.   | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?  | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| d.   | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| e.   | Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| f.   | Otherwise substantially degrade water quality?   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| g.   | Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?  | <input type="checkbox"/>             | ✗   | <input type="checkbox"/>            | <input type="checkbox"/> |
| h.   | Place within a 100-year floodplain structures which would impede or redirect flood flows?  | <input type="checkbox"/>             | ✗   | <input type="checkbox"/>            | <input type="checkbox"/> |
| i.   | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.  | <input type="checkbox"/>             | ✗   | <input type="checkbox"/>            | <input type="checkbox"/> |
| j.   | Inundation by seiche, tsunami, or mudflow?   | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                   | <input type="checkbox"/> |

### **Discussion**

- a,f. The construction of the proposed project would involve ground-disturbing activities and, during the early stages of construction, topsoil could be exposed. Construction activities would occur in soils that have moderate wind and water erosion hazard potential. The construction activities would result in the temporary disturbance of soil and would expose disturbed areas to winter storm events. Rain of sufficient intensity could dislodge soil

particles from the soil surface. If the storm is large enough to generate runoff, localized erosion could occur. The increased amount of stormwater runoff, if not appropriately controlled, could contribute to water pollution constituents in surface waters downstream. Therefore, a *potentially significant* impact could occur related to water quality.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- b. The proposed project would not utilize groundwater resources for domestic or irrigation water needs. The City of Folsom does not currently pump groundwater for use in the City's service area, and has not pumped ground water in the past five years. Rather, the City of Folsom produces and distributes water to all residents of Folsom from surface water sources. However, the proposed project would introduce impervious surfaces to the site which could interfere with groundwater recharge. As a result, the project could have a *potentially significant* impact with respect to groundwater recharge.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- c-e. The proposed project would introduce impervious surfaces where none currently exist. Therefore, the proposed project could alter the existing drainage pattern of the site or area, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff.

The FPASP EIR/EIS concluded that short-term, construction-related drainage and water quality effects would be less-than-significant with implementation of Mitigation Measure 3A.9-1. Mitigation Measure 3A.9-1 requires the appropriate regulatory permits to be acquired by the project applicant(s) in addition to the preparation and implementation of a SWPPP and BMPs.

The proposed project would be designed to control surface runoff to protect surrounding land and water resources in accordance with the federal Clean Water Act and other applicable local, State, and federal requirements. However, should the proposed project not comply with State and local regulations concerning stormwater, the project could result in substantial erosion, increase the rate or amount of surface runoff, exceed the capacity of the drainage system, and/or create substantial polluted runoff. In the absence of a Master Drainage Plan, the project could have a *potentially significant* impact.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- g-i. The proposed project site is located within Flood Hazard Zone X, which is described by the Federal Emergency Management Agency (FEMA) as an area of minimal flood hazard, usually above the 500-year flood level. Thus, development of the proposed project would not place housing within a 100-year flood hazard zone nor place structures within a 100-year floodplain that would impede or redirect flood flows, and restrictions



on development or special requirements associated with flooding are not requisite for the project.

Due to the City's proximity and location relative to Folsom Dam, portions of the City could become inundated in the event of a dam failure. However, the occurrence of dam inundation is based on extremely remote conditions, and a dam failure plan, the flooding ALERT system, and evacuation procedures are in place in the event dam failure occurs. According to the FPASP EIR/EIS, the occurrence of dam inundation (due to dam or dike failure) is based on extremely remote conditions and implementation of the FPASP would not increase the potential for dam failure.

Five ponds are located within the FPASP area and three ponds are located upstream from the FPASP area (to the south of White Rock Road) that appear to hold water throughout the year. The ponds are formed behind existing dams in topographically low areas along existing drainages located within subwatersheds AC1d, AC2d, AC9a, AC5b, and OF 4a and OF 4b, respectively. The pond in subwatershed AC9a, estimated to be approximately three to five surface acres, is formed by an earthen dam approximately 15 to 20 feet in height on the north side of the pond; the depth and associated volume of the pond is unknown. The height of the other dams and/or volume of water in the associated impoundments are unknown. Due to the unknown size of the dams and associated water impoundment volumes, whether or not any of the dams are under the jurisdictional oversight of the Division of Safety of Dams is currently unknown. Additionally, evaluation of the dams has not been conducted to determine stability, potential for risk of failure, and/or estimated area of downstream inundation in the event of failure.

The FPASP EIR/EIS concluded that impacts related to flooding as a result of the failure of a levee or dam would be less-than-significant with implementation of Mitigation Measure 3A.9-4. Mitigation Measure 3A.9-4, included below, requires existing dams upstream of the project site to be inspected and evaluated.

The project itself would not expose people or structures to a risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam. However, without proper mitigation, the proposed project's impacts associated with flooding would be considered *potentially significant*.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

*IX-1                    Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.*

*Prior to submittal of tentative maps or improvement plans to the City of Folsom, the project applicant(s) of all project phases shall conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a*

*significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works Department.*

- j. The project area is located over 100 miles from the Pacific Ocean. Tsunamis typically affect coastlines and areas up to one-quarter-mile inland. Due to the project's distance from the coast, potential impacts related to a tsunami are minimal. A seiche is a sloshing of water in an enclosed or restricted water body, such as a basin, river, or lake, which is caused by earthquake motion; the sloshing can occur for a few minutes or several hours. Seiches are not likely to occur in the vicinity of the FPASP area. As noted previously, the proposed project would be subject to the City's Hillside Development Guidelines and the FPASP Design Standards to ensure that significant hillside issues, including street design, grading, site design, parking, drainage, architecture, landscaping, and preservation of natural features, are avoided. Therefore, a ***less-than-significant*** impact would occur related to inundation by seiche, tsunami, or mudflow.

| <b>X. LAND USE AND PLANNING.</b><br><i>Would the project:</i> |  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|---|--|--------------------------------------|---|-------------------------------------|--------------------------|
| a.  | Physically divide an established community?  | <input type="checkbox"/>             | <input type="checkbox"/>  | ✘                                   | <input type="checkbox"/> |
| b.  | Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect? | ✘                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| c.  | Conflict with any applicable habitat conservation plan or natural communities conservation plan?   | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>            | ✘                        |

### **Discussion**

- a. The majority of the 429.7-acre project site is undeveloped hillside covered by annual grasslands, comprised of hillside slopes, hilltops, valleys, and seasonal drainage tributaries of Alder and Carson Creeks. The site has been historically used for cattle grazing, and four existing telecommunication facilities are located on the northeastern hilltop of the site. One existing single-family residence and associated agricultural outbuildings are also located to the west of the project site. In addition, the FPASP EIR/EIS concluded that buildout of the FPASP would have no impact on the physical division of an established community. The proposed land use changes would not significantly alter the conclusion of the EIR/EIS as the project proposes fewer residential units and dedicates more acreage for open space.

Land south of the project site is characterized primarily by seasonal grazing land in an unincorporated area regulated by Sacramento County. The Teichert, Walltown, and DeSilva-Gates hardrock quarries are proposed 0.9 mile, 1.2 miles, and 3.7 miles, respectively, south of the project site. The Prairie City State Vehicle Recreation Area is approximately 1.1 miles southeast of the project site via Prairie City Road. The El Dorado County line forms the eastern boundary of the FPASP area. The Stonebriar subdivision is located east of this boundary, immediately adjacent to the FPASP area, in the community of El Dorado Hills. Industrial land owned by GenCorp and associated buffer lands are located to the west of Prairie City Road.

Other nearby planned or approved developments, including the Westborough at Easton Specific Plan to the west; the Promontory, El Dorado Hills, and Bass Lake Specific Plans to the northeast; the Valley View Specific Plan to the east; and the Carson Creek Specific Plan to the southeast, have converted or have been approved to convert predominantly agricultural and open space areas to urban uses. In addition, numerous proposed development projects exist in the area, including the Rio del Oro Specific Plan, Heritage Falls, the SunCreek Specific Plan, the Preserve at Sunridge, and Cordova Hills, southwest of the FPASP area in the City of Rancho Cordova.

The proposed project would ultimately serve as an extension of the existing and planning residential communities in the vicinity. Given the site's immediate vicinity, the project would have a *less-than-significant* impact related to the physical division of an established community.

- b. The proposed project site is situated within the eastern Hillside District of the FPASP. The proposed project requires a General Plan Amendment and a Specific Plan Amendment to alter the existing land uses within the FPASP area. As such, the proposed project is not consistent with the current land uses included in the FPASP. The proposed project must comply with all applicable land use plans, policies, and regulations of agencies with jurisdiction over the project. Without compliance with applicable land use plans, policies, and regulations, a *potentially significant* impact could occur.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- c. The South Sacramento Habitat Conservation Plan (SSHCP) is currently being drafted by Sacramento County, other member cities, the United States Fish and Wildlife Service, and the California Department of Fish and Wildlife. The City of Folsom, however, did not participate with the plan. Therefore, the project site is located in an area that does not have an approved Habitat Conservation Plan, Natural Community Conservation Plan, or local, regional, or state habitat conservation plan. As such, *no impact* related to said Plans would occur.

## XI. MINERAL RESOURCES.

*Would the project:*

|   | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-<br>Than-<br>Significant<br>Impact | No<br>Impact             |
|---|--------------------------------------|---|---|--------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                       | <input type="checkbox"/> |
| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                       | <input type="checkbox"/> |

### Discussion

- a,b. According to the FPASP EIR/EIS, the majority of the FPASP area is classified by the California Division of Mines and Geology (CDMG) as MRZ-3, “areas containing mineral deposits, the significance of which cannot be evaluated from existing data.” In addition, the site is not identified as a site containing locally important mineral resources that would be of local, regional, or statewide importance by either the City of Folsom or Sacramento County General Plans. The only area of the FPASP area that contains any substantial amount of aggregate resources is located in and around the Alder Creek drainage. Although Alder Creek exists on the project site, the proposed project does not include development near Alder Creek as the area surrounding the Creek would be designated as Open Space. The project does not propose to excavate the site for mineral resources. Furthermore, Mitigation Measure XI-1 was included in the South of Highway 50 Backbone Infrastructure IS/MND which required soil sampling in areas of the FPASP area designated as MRZ-3; therefore, a *less-than-significant* impact to mineral resources would occur as a result of development of the project.

## XII. NOISE.

*Would the project result in:*

|   | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-<br>Than-<br>Significant<br>Impact | No<br>Impact             |
|---|--------------------------------------|---|---|--------------------------|
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                       | <input type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                       | <input type="checkbox"/> |

## Discussion

- a,c. The existing noise environment in the project vicinity is defined primarily by vehicle noise from US 50. According to Policy 30.4, Noise Element Goals and Policies, of the Folsom General Plan, areas within the City of Folsom shall be designated as noise impacted if exposed to existing or projected exterior noise levels exceeding 60 dB L<sub>dn</sub>/CNEL, or the performance standards outlined in the Noise Element. Noise levels associated with US 50 could exceed the local standards and further noise analysis shall be conducted.

The proposed project would introduce noise sources to the area, primarily associated with short term construction. In addition, project operation may also result in an increase in noise associated with residential development including children playing or project-related traffic that could exceed relevant local standards for the surrounding roadways. Therefore, the proposed project could expose persons to or generate noise levels in excess of standards or result in permanent increase in ambient noise levels, and a ***potentially significant*** impact could occur.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- b,d. During construction of the proposed project, noise and groundborne vibration from construction activities would temporarily add to the noise environment in the immediate project vicinity. Therefore, the proposed project could create a *potentially significant* impact to ambient noise levels and groundborne vibration.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- e,f. The project area is not located within the vicinity of a public airport or a private airstrip and is not within an airport land use plan. The nearest airport to the project site is the Cameron Airpark, located approximately 6.25 miles northeast of the site. Therefore, the proposed project would not be exposed to excessive air traffic noise, and a *less-than-significant* impact would occur.

### XIII. POPULATION AND HOUSING.

*Would the project:*

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|---|-------------------------------------|--------------------------|
| a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? | <input type="checkbox"/>             | <input type="checkbox"/>  | ✗                                   | <input type="checkbox"/> |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>            | ✗                        |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>            | ✗                        |

### Discussion

- a. The proposed project consists of a 429.7-acre Planned Development, including the development of approximately 875 residential units on 216.9 acres, 164 acres of parks and open space, 14.3 acres of P-QP uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over three phases of development. Thus, the proposed project would induce population growth in the area. However, population growth resulting from buildout of the FPASP area was previously analyzed in the FPASP EIR/EIS. Because the proposed project includes 244 fewer housing units than anticipated by the adopted FPASP, a ***less-than-significant*** impact related to inducing substantial population growth in an area would result.
- b,c. The project site consists of approximately 429.7 acres and is bounded by US 50 to the north, White Rock Road to the south, and Placerville Road to the west. The project site is undeveloped hillside covered by annual grasslands, comprised of hillside slopes, hilltops, valleys, and seasonal drainage tributaries of Alder and Carson Creeks. The site has been historically used for cattle grazing, and four existing telecommunication facilities are located on the northeastern hilltop of the site. Given the generally undeveloped state of the site and lack of existing on-site housing, the project would have ***no impact*** related to the displacement of substantial numbers of existing housing or people.



#### **XIV. PUBLIC SERVICES.**

*Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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:*

|                             | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-<br>Than-<br>Significant<br>Impact | No<br>Impact             |
|-----------------------------|--------------------------------------|---|---|--------------------------|
| a. Fire protection?         | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| b. Police protection?       | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| c. Schools?                 | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| d. Parks?                   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| e. Other Public Facilities? | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |

#### **Discussion**

- a-e. The proposed project consists of a 429.7-acre Planned Development, including the development of approximately 875 residential units on 216.9 acres, 164 acres of parks and open space, 14.3 acres of P-QP uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over three phases of development. The proposed project would result in an increase in population to the area. The increase in population would result in a subsequent increase in demand for fire and police protection services, schools, parks, and other public facilities and services within the City. An increase in demand would result in the need for new facilities, or improvements to existing facilities, construction of which could result in physical impacts to the environment.

The increase in demand for public services resulting from buildout of the FPASP area was previously analyzed in the FPASP EIR/EIS. Because the proposed project includes 244 fewer housing units than anticipated by the adopted FPASP, the change in demand for public services must be evaluated. It should be noted that the City maintains a Public Facilities Financing Plan for the Folsom Plan Area South of Highway 50 which encompasses the infrastructure and public facilities necessary for development of the FPASP area. Nevertheless, impacts related to public services and facilities would be ***potentially significant***.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

## XV. RECREATION.

*Would the project:*

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|---|-------------------------------------|--------------------------|
| a. Would the project 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? | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |

## Discussion

- a,b. The proposed project consists of a 429.7-acre Planned Development, including the development of approximately 875 residential units on 216.9 acres, 164 acres of parks and open space, 14.3 acres of P-QP uses (including a 9.7-acre elementary school site), and 34.5 acres of associated off-site backbone infrastructure and roadway improvements over three phases of development. The proposed project would result in an increase in population to the area. The increase in population would result in a subsequent increase in demand for existing neighborhood and regional parks within the City. An increase in demand would result in the need for new recreational facilities, or expansion of existing recreational facilities, construction of which could result in physical impacts to the environment.

The increase in demand for recreational facilities resulting from buildout of the FPASP area was previously analyzed in the FPASP EIR/EIS. Because the proposed project includes 244 fewer housing units than anticipated by the adopted FPASP, the change in demand for recreational facilities must be evaluated. It should be noted that the City maintains a Public Facilities Financing Plan for the Folsom Plan Area South of Highway 50 which encompasses the infrastructure and public facilities necessary for development of the FPASP area. Nevertheless, impacts related to recreation would be *potentially significant*.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

## XVI. TRANSPORTATION AND CIRCULATION.

*Would the project:*

|  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-<br>Than-<br>Significant<br>Impact | No<br>Impact             |
|--|--------------------------------------|---|---|--------------------------|
| a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| c. 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?  | <input type="checkbox"/>             | <input type="checkbox"/>  | <input type="checkbox"/>                | ✗                        |
| d. Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| e. Result in inadequate emergency access?  | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |
| f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?  | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>                | <input type="checkbox"/> |

### Discussion

- a,b. The proposed project would introduce new residents to a currently undeveloped site. As such, implementation of the proposed project would introduce additional traffic to the City of Folsom and neighboring jurisdictions. A substantial increase in traffic on local roadways and intersections may be considered an adverse impact. A detailed traffic study would be required in order to fully analyze the impacts. Because the proposed project would contribute to increased traffic volumes a ***potentially significant*** impact could occur.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- c. The proposed project is not located near an airport, and does not include any improvements to airports or a change in air traffic patterns. The nearest airport to the project site is the Cameron Airpark, located approximately 6.25 miles northeast of the site. Therefore, because the proposed project would not result in a change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks, ***no impact*** would occur.
- d,e. The proposed project includes on- and off-site roadway improvements to provide access to the project site. Arterial and neighborhood-serving streets would be constructed to serve the proposed project. Although the traffic impacts associated with the FPASP were

addressed in the FPASP EIR/EIS, the proposed project requires a Specific Plan Amendment and alteration to the on-site circulation; thus, the proposed project could increase hazards due to design features and interfere with emergency access. As a result, the proposed project could result in a *potentially significant* impact related to design features and emergency access.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- f. The proposed project would introduce new residents to a currently undeveloped site. A traffic study will be conducted for the proposed project site and will address potential impacts related to transit service, bicycle, and pedestrian activity. Impacts could occur associated with the increase in demand and/or adequacy of existing transit service, bicycle, and pedestrian facilities. Therefore, the proposed project could have a *potentially significant* impact on alternative transportation.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

| <b>XVII. UTILITIES AND SERVICE SYSTEMS.</b><br><i>Would the project:</i>  | Potentially<br>Significant<br>Impact | Less-Than-<br>Significant<br>with<br>Mitigation<br>Incorporated | Less-Than-<br>Significant<br>Impact | No<br>Impact             |
|---|--------------------------------------|---|-------------------------------------|--------------------------|
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                            | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                     | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?  | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| e. 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? | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |
| g. Comply with federal, state, and local statutes and regulations related to solid waste?   | ✗                                    | <input type="checkbox"/>  | <input type="checkbox"/>            | <input type="checkbox"/> |

### **Discussion**

a,b,e. Wastewater treatment services in the project area are provided by the Sacramento Regional County Sanitation District (SRCSD). SRCSD conveys wastewater from the point of discharge to interceptor stations. The interceptor stations then convey the sewage to pump stations and the wastewater is treated at the Sacramento Regional Wastewater Treatment Plant. Treated effluent is then discharged into the Sacramento River. The proposed project would generate new sources of wastewater and would need to connect to existing infrastructure for wastewater collection purposes. Wastewater would be collected from the site and conveyed first to a sewer lift station near Prairie City Road and pumped across US 50 to an existing SRCSD transmission system main and ultimately to the WWTP. In addition, three off-site sewer conveyance alternatives are proposed to serve the proposed project.

The proposed project would increase the supply for water and would need to connect to existing infrastructure for water conveyance purposes. Water would be treated at the City's existing water treatment plant and conveyed to the site through existing pipelines

to approximately the intersection of East Bidwell Street and Iron Point Road. The water pipeline would be extended from East Bidwell Street across US 50 to Placerville Road. Once across US 50, new booster pumps would be installed to boost the pressure.

Impacts related to water and wastewater treatment facilities resulting from buildout of the FPASP area were previously analyzed in the FPASP EIR/EIS. However, the proposed project includes a Specific Plan Amendment to alter the land use designations of the FPASP. As a result, the proposed project could have a *potentially significant* impact on water or wastewater facilities.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- c. The proposed project consists of a 429.7-acre Planned Development and associated infrastructure that would result in the conversion of a currently undeveloped site to urban land uses and would increase the impervious surfaces on the site, resulting in alterations to the existing stormwater drainage system and increase the amount of surface runoff compared to existing levels. The proposed on-site drainage infrastructure to serve the proposed project would be constructed to convey project flows to new on- and off-site drainage basins and ultimately discharged into Alder Creek and Carson Creek. The proposed project would include one on-site storm drain detention basin and two off-site storm drain detention basins. The size and location of the basins would be consistent with the Folsom Plan Area Storm Drainage Master Plan.

Impacts related to stormwater drainage facilities resulting from buildout of the FPASP area were previously analyzed in the FPASP EIR/EIS. However, the proposed project includes a Specific Plan Amendment to alter the land use designations of the FPASP. Therefore, a *potentially significant* impact on stormwater drainage could occur.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- d. The principal source of raw water supply to the City of Folsom is the Folsom Reservoir. Raw water is treated at the City owned and operated water treatment plant located on East Natoma Street and Randall Drive. Raw water is pumped or fed by gravity, depending on lake levels, from an outlet at the Folsom Dam to the City's Water Treatment Plant through the Natoma Pipeline. The water treatment plant has a nominal capacity of 50 million gallons per day. Treated water is distributed throughout the service area in pipelines of various sizes.

The proposed project would create an increased demand in water supply. Impacts related to water supply resulting from buildout of the FPASP area were previously analyzed in the FPASP EIR/EIS. However, the proposed project includes a Specific Plan Amendment to alter the land use designations of the FPASP. As such, the proposed project could have a *potentially significant* impact on available water supplies.

Further analysis of this impact will be discussed the Russell Ranch Project EIR.

- f,g. The City of Folsom Solid Waste Division provides solid waste collection, disposal, recycling, and yard waste services to the City. Solid waste and recyclables from the City are transported to the Sacramento County Kiefer Landfill Site. Kiefer Landfill is the only landfill facility in Sacramento County permitted to accept household waste from the public, businesses, and private waste haulers. The proposed project would create new sources of solid waste in the area, including construction waste and operational refuse.

Impacts related to solid waste and landfills resulting from buildout of the FPASP area were previously analyzed in the FPASP EIR/EIS. However, the proposed project includes a Specific Plan Amendment to alter the land use designations of the FPASP. Therefore, a *potentially significant* impact related to solid waste could occur.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

| XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.   | Potentially Significant Impact | Less-Than-Significant with Mitigation Incorporated | Less-Than-Significant Impact | No Impact                |
|--|--------------------------------|--|------------------------------|--------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | ✗                              | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?   | ✗                              | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | ✗                              | <input type="checkbox"/>                           | <input type="checkbox"/>     | <input type="checkbox"/> |

### Discussion

- a. The proposed project would change the project site from undeveloped land to urban development. The possibility exists for the project site to support special-status species and/or serve as foraging habitat for such species. The conversion of the project site to urban development could interfere with the habitats and could potentially harm special-status species. In addition, the possibility exists for the project site to contain important examples of the major periods of California history or prehistory.

Impacts related to cultural and biological resources resulting from buildout of the FPASP area were previously analyzed in the FPASP EIR/EIS. However, the proposed project includes a Specific Plan Amendment to alter the land use designations of the FPASP. Therefore, the proposed project would result in a *potentially significant* impact.

Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.

- b,c. The above analysis demonstrates that the proposed project could result in adverse impacts to human beings, either directly or indirectly. In addition, potentially significant project impacts identified in this Initial Study could have a significant incremental contribution to potential cumulative impacts. Therefore, the project's impact would be considered *potentially significant*.



Further analysis of this potential impact will be discussed in the Russell Ranch Project EIR.