

# EXECUTIVE SUMMARY

## ES.1 INTRODUCTION

This summary is provided in accordance with California Environmental Quality Act Guidelines (State CEQA Guidelines) Section 15123. As stated in Section 15123(a), “an EIR [environmental impact report] shall contain a brief summary of the proposed action and its consequences. The language of the summary should be as clear and simple as reasonably practical.” As required by the guidelines, this chapter includes (1) a summary description of the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project (project), (2) a synopsis of environmental impacts and recommended mitigation measures (Table ES-1), (3) identification of the alternatives evaluated and of the environmentally superior alternative, and (4) a discussion of the areas of controversy associated with the project.

## ES.2 SUMMARY DESCRIPTION OF THE PROJECT

### ES.2.1 Project Location

The project planning area consists of the East Bidwell Mixed-use Corridor, the Glenn and Iron Point Transit Priority Areas, and the Folsom Plan Area. The East Bidwell Mixed-use Corridor extends from Highway 50 to Coloma Street. The corridor includes a mixed-use overlay zone that is comprised of the Central Commercial District, Creekside District, and College/Broadstone District. The two transit priority areas (Iron Point Station area and Glenn Station area) are located along Folsom Boulevard and provide a connection to Sacramento Regional Transit Light Rail. The Folsom Plan Area is the City’s newest community and is located on approximately 3,500 acres south of Highway 50, east of Prairie City Road, North of White Rock Road, and west of the El Dorado County Line in the City of Folsom.

The Folsom Plan Area Specific Plan (FPASP) was approved by the City Council in 2011 along with a joint EIR/EIS that was certified for City adoption of the FPASP (State Clearinghouse No. 2008092051). The FPASP covers the area within the City limits south of Highway 50 (Folsom Plan Area) and is a comprehensive planned community that will include a mix of residential neighborhoods, office and retail development, a mixed-use town center, and over 1,000 acres of open spaces and trails to serve a variety of needs in the community.

### ES.2.2 Background and Need for the Project

The City adopted the 2021-2029 Housing Element in August of 2021. As part of the Housing Element update the City is required to establish and maintain sufficient multi-family and mixed-use land available to meet the target housing demand at all income levels over an 8-year period. The City’s RHNA obligation for the eight-year Housing Element cycle is 6,363 housing units, of which 3,567 units are to be affordable to low- and very low-income households (collectively referred to as the lower-income RHNA). If the City approves a project on a site designated in the Housing Element for the development of lower- or moderate-income housing at a lower residential density or a different income level than identified in the housing element inventory, the City must make findings that the remaining sites in the inventory have sufficient capacity to satisfy the unmet RHNA or identify replacement sites available to meet the unmet RHNA. This is a requirement of state law and is commonly referred to as the “no net loss” requirement. The City’s 2021-2029 Housing Element identified sufficient sites to meet the City’s RHNA for all income categories, with a surplus capacity of 490 lower-income units. Given the recent development trends in Folsom, additional capacity is needed to provide the City with a buffer to maintain the lower-income sites inventory as new developments are approved throughout the planning period.

Program H-2 of the 2021-2029 Housing Element directs the City to strategically increase residential capacity in the East Bidwell Mixed Use Overlay, the Sacramento Council of Governments (SACOG) Transit Priority Areas (Glenn and Iron Point light rail stations), and the FPASP Town Center to address the no net loss requirements.

### ES.2.3 Project Objectives

- ▶ Ensure a buffer to maintain low- and moderate-income housing sites sufficient to meet the City's RHNA requirements;
- ▶ Implement 2021-2029 Housing Element Program H-2 to facilitate development and increase opportunities for mixed-use and multi-family high density development in the East Bidwell Mixed Use Overlay, SACOG Transit Priority Areas outside the Historic District, and the Folsom Plan Area Specific Plan Town Center;
- ▶ Establish a new Transit Oriented Development overlay designation; and
- ▶ Provide zoning and land use designations and development standards for low- and moderate-income housing sites.

### ES.2.4 Characteristics of the Project

To implement Program H-2 of the 2012-2029 Housing Element and increase opportunities for mixed-use and multi-family high density development to support low and moderate-income housing capacity in the City, the Project includes amendments to the City's General Plan. Amendments would include increasing the minimum density and maximum floor area ratio (FAR) standards for the East Bidwell Corridor Mixed-Use Overlay zone, and establishing a new Transit-Oriented Development Overlay for the areas surrounding Iron Point and Glenn Stations. Factoring in existing development capacity, the net new capacity in these areas of the City would be approximately 4,164 housing units over the current General Plan.

The project would also result in the potential for an additional 1,882 residential units beyond what is currently allowed in the FPSAP. To account for increased residential development the project would reduce 251,266 square feet of non-residential development capacity in the FPASP. General Plan land use amendments and FPASP amendments would include:

- ▶ Amend the land use and specific plan designations for Site 2 (10.52 acres) from industrial/office park to multi-family high density to allow for development of up to 400 multi-family housing units.
- ▶ Amend the land use and specific plan designations of Site 15 (13.22 acres) from community commercial to multi-family high density to allow for up to 320 multi-family housing units.
- ▶ Amend the land use and specific plan designations for Site 233 (11.54 acres) from general commercial to mixed-use to allow for development of up to 250 multi-family housing units.
- ▶ Increase the maximum allowable density to increase the number of dwelling units allocated to the FPASP Town Center from 490 dwelling units to 1,250 dwelling units.
- ▶ Amend the Town Center overlay zone to establish a minimum density of 30 du/ac along with a minimum FAR of 0.2 and a maximum FAR of 2.0.
- ▶ Increase maximum height in the Town Center Overlay Zone from 50 feet to 60 feet to allow up to 6 stories (70 feet) for architectural features such as corner elements.
- ▶ Increase the number of dwelling units allocated to nine additional multi-family designated sites in the FPASP, outside the Town Center, from a total of 1,258 dwelling units to a total of 1,410 dwelling units.
- ▶ Deed-restrict several parcels in the Folsom Plan Area to only allow development of affordable housing, with a target of 890 deed-restricted affordable housing units to help meet the City's lower income RHNA.

Finally, the project would amend the General Plan Mobility Chapter to include “roundabout first” polices. These policies would require that consideration of future traffic controls should first determine whether roundabout traffic control is feasible, beneficial, and cost effective before considering alternative traffic controls, such as signalization or turn restrictions. Additionally, these policies address modifications to existing traffic controls, which would allow an existing traffic control to become a roundabout.

## ES.3 ENVIRONMENTAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

### ES.3.1 Project-Specific Impacts

This EIR has been prepared pursuant to the CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 1500, et seq.) to evaluate the physical environmental effects of the project. The City of Folsom is the lead agency for the project. The City has the principal responsibility for approving and carrying out the project and for ensuring that the requirements of CEQA have been met.

Table ES-1, presented at the end of this chapter, provides a summary of the environmental impacts for the project. The table provides the level of significance of the impact before mitigation, recommended mitigation measures, and the level of significance of the impact after implementation of the mitigation measures.

### ES.3.2 Significant and Unavoidable Impacts

Implementation of the project would not result in any new significant and unavoidable impacts or a substantially more severe finding for an impact that was determined to be significant and unavoidable in the General Plan EIR.

## ES.4 ALTERNATIVES TO THE PROPOSED PROJECT

The following provides brief descriptions of the alternatives evaluated in this Draft EIR. Table ES-2 presents a comparison of the environmental impacts between the alternatives and the proposed project.

- ▶ **Alternative 1: No Project Alternative** assumes continued implementation of the City’s 2035 General Plan. No changes would be made to address the requirements of State law to meet the City’s RHNA for low- or moderate-income housing. The project planning area would retain the current General Plan land use and zoning designations.
- ▶ **Alternative 2: Denser Development Alternative** includes reducing multi-family development in the Glenn Station and Central Business districts, specially the development within the City’s 27-inch sewer shed, and instead increasing multi-family development in the College/Broadstone, Iron Point Station district and the portion of the Glenn Station district outside the 27-inch sewer shed.
- ▶ **Alternative 3: Folsom Plan Area Alternative** includes focusing all the new growth needed to meet the target housing demand at all income levels for the City’s RHNA in the Folsom Plan Area.

### ES.4.1 Environmentally Superior Alternative

Alternative 1, the No Project Alternative would avoid the adverse impacts generated by the project. Therefore, it is considered the environmentally superior alternative. However, the No Project Alternative would not meet the project objectives.

When the environmentally superior alternative is the No Project Alternative, the State CEQA Guidelines (Section 15126[d][2]) require selection of an environmentally superior alternative other than the No Project Alternative from

among the other action alternatives evaluated. Alternative 2: Denser Development Alternative. Although Alternative 2 would not avoid significant and unavoidable impacts associated with the project, this alternative would result in lesser impacts related to cultural and tribal cultural resources, greenhouse gas (GHG) emissions, transportation, and utilities and service systems.

## ES.5 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

A notice of preparation (NOP) was distributed for the project on July 24, 2023, to responsible agencies, interested parties, and organizations, as well as private organizations and individuals that may have an interest in the project. A public scoping meeting was held on Thursday August 23, 2023. The purpose of the NOP and the scoping meeting was to provide notification that a SEIR was being prepared for the project and to solicit input on the scope and content of the environmental document. The NOP and responses to the NOP are included in Appendix A of this Draft SEIR. Key concerns and issues that were expressed during the scoping process included the following:

- ▶ increased traffic and congestion in the City,
- ▶ potential air quality and greenhouse gas emissions,
- ▶ air quality exposure for new residences,
- ▶ impacts on the existing park system,
- ▶ potential impacts to biological resources, and
- ▶ water and wastewater distribution.

These issues are each addressed in this Draft SEIR, with the exception of traffic congestion (i.e., level of service) which is no longer considered an impact under CEQA. Any impacts related to these issues are identified either as less than significant or as less than significant after mitigation.

**Table ES-1 Summary of Impacts and Mitigation Measures**

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Aesthetics</b>			
<p><b>Impact 3.1-1: Damage to Scenic Resources within a Scenic Corridor</b>                      The General Plan EIR determined that implementation of the 2035 General Plan would result in development that would intensify the existing urban uses as well as conversion of previously open spaces south of Highway 50 to urban land uses. The development would substantially degrade views from scenic corridors, particularly within the Folsom Plan Area. The impacts were determined to be significant and unavoidable. The proposed project would result in higher increased density and taller residential uses and mixed-use development in the East Bidwell Mixed Use Overlay Zone, the new TOD zone, and Folsom Plan Area. Implementation of the proposed project would result in intensified development in the proposed rezone sites south of Highway 50 that could result in denser and taller development on sites. Denser and taller development, which would result in substantially degrade the existing views and the quality of the public views of the Folsom Plan Area from the County-designated scenic corridor, Scott Road. The project would not result in a new or substantially more severe impact than were addressed in the General Plan EIR. Project impacts would remain significant and unavoidable, consistent with the conclusion in the General Plan EIR.</p>	SU	No feasible mitigation available beyond compliance with the General Plan Policy NCR 2.1.1. and FPASP Community Design Guidelines.	SU
<p><b>Impact 3.1-2: Substantially Degrade the Existing Visual character or Quality of Public Views</b>                      The General Plan EIR determined that implementation of the 2035 General Plan would result in development that would intensify the existing urban uses as well as conversion of convert open space in the Folsom Plan Area to urban land uses. The development would cause permanent changes in the overall visual character and damage to scenic resources in the city. The impacts would be significant and unavoidable. This project would result in higher density residential uses and mixed-use development in the East Bidwell Mixed Use Overlay Zone, the Glenn Station TOD overlay area, the Iron Point Station TOD overlay area, and Folsom Plan Area. The project would result in development that is similar in character to what was previously evaluated in the General Plan EIR. The project would be subject to the City's General Plan policies, City's Design Guidelines, FPASP Community Design Guidelines, and City Municipal Code requirements that address design compatibility and visual character. However, similar to the findings of the FPASP EIR/EIS future development under the project would substantially change the</p>	SU	The following mitigation measures from the FPASP EIR/EIS are applicable for rezone sites located within the Folsom Plan Area:  <b>Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50.</b> The project applicant(s) for all project phases shall any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the FPASPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.	SU

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>existing visual character and quality of public views of the Folsom Plan Area from grasslands on rolling hills and narrow valley and oak woodlands to urban land uses. Therefore, the project would not result in a new or substantially more severe impact than were addressed in the General Plan EIR. Project impacts would remain significant and unavoidable, consistent with the conclusion in the General Plan EIR</p>		<p><b>Mitigation Measure 3A.1-4: Screen Construction Staging Areas.</b> The project applicant(s) for all project phases any particular discretionary development applicant shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans and building permits for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be coordinated developed by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p>	
<p><b>Impact 3.1-3: Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality</b>                      Future development associated with the project would be subject to the City’s Municipal Code Chapters 17.06 and 17.23, City of Folsom Multifamily Design Guidelines, and FPASP Community Design Guidelines to address design compatibility with surrounding development. Additionally, development under the project would be subject to Chapter 17.59.040 of the City’s Municipal Code to address the appearance and lighting of signs that are visible from a City-designed scenic corridors. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality. The project would not result in a new or substantially more severe impact than were addressed in the General Plan EIR. Project impacts would be less than significant.</p>	LTS	Mitigation not required.	LTS
<p><b>Impact 3.1-4: Create a New Source of Substantial Light or Glare</b>                      The General Plan EIR determined that implementation of the General Plan would create a new source of substantial light or glare that would adversely affect day or nighttime views and the impact would be significant and unavoidable. Future development associated with the project would result in light and glare impacts similar to those anticipated for the planned urban land uses as part of the General Plan. The project would be subject to the City’s General Plan policies, Municipal</p>	SU	<p>FPASP Mitigation Measure 3A.1-5 is applicable to rezone sites and sites with increased density located within the Folsom Plan Area.</p> <p><b>Mitigation Measure 3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</b> To reduce impacts associated with light and glare, the City shall:</p>	SU

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City of Folsom

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<p>Code, and applicable design guidelines that address lighting and glare. In addition, the location, design, and the intensity of exterior lighting of future projects would be reviewed by the City during the design review process to ensure that effects of light and glare would be addressed. However, future development under the project would result in new sources of light and glare in Folsom. Development of the Folsom Plan Area south of Highway 50 has resulted in and is creating additional sources of light and glare, which were evaluated in the FPASP EIR/EIS. Since this project does not increase the footprint of development beyond that in the FPASP no new sources of light and glare would be created apart from the building height increase in the Town Center Overlay Zone. Therefore, the project would not result in a new or substantially more severe impact than were addressed in the General Plan EIR. Project impacts would remain significant and unavoidable, consistent with the conclusion in the General Plan EIR.</p>		<ul style="list-style-type: none"> <li>▪ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.</li> <li>▪ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.</li> </ul> <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases 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>▪ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.</li> <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.</li> <li>▪ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Plan Area Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.</li> <li>▪ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards.</li> <li>▪ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.</li> </ul>	

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		<ul style="list-style-type: none"> <li>▪ Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards.</li> </ul> <p>A lighting plan for all on- and off-site elements within each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) of all project phases shall implement the approved lighting plan.</p> <p>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).</p>	
<b>Air Quality</b>			
<p><b>Impact 3.2-1: Increase in Construction-Related Emissions of Criteria Air Pollutants and Precursors associated with the Project</b></p> <p>The General Plan EIR Impact AQ-1 concluded that compliance with the 2035 General Plan policies, CARB's construction exhaust standards, and SMAQMD's Rules and Regulations would ensure that construction emissions would be reduced to a less-than-significant level. The project would result in an increase of 6,046 additional residential units and a reduction of 251,266 square feet of commercial and industrial land uses in Folsom. The project would not generate construction emissions of any criteria air pollutants or precursors (ROG and NOx), that would exceed SMAQMD's daily mass emissions thresholds of significance. Therefore, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR. Construction-related emissions of criteria air pollutants and ozone precursors would be less than significant.</p>	LTS	<p>The following mitigation measures from the FPASP EIR/EIS are applicable for rezone sites located within the Folsom Plan Area:</p> <p><b>Mitigation Measure 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 any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><i>Basic Construction Emission Control Practices</i></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 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.</li> </ul>	LTS

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		<ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>▪ 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.</li> <li>▪ 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.</li> <li>▪ 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.</li> </ul> <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>▪ 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 shall also be posted to ensure compliance.</li> </ul> <p><i>Enhanced Exhaust Control Practices</i></p> <ul style="list-style-type: none"> <li>▪ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that</li> </ul>	

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		<p>the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO<sub>x</sub> reduction and 45 percent particulate reduction compared to the most current California Air Resources Board (CARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p>	

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		<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.</li> </ul> <p><b>Mitigation Measure 3A.2-1c: Analyze and Disclose Projected PM<sub>10</sub> Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements.</b> Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM<sub>10</sub> to disclose what PM<sub>10</sub> concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD’s most current and most detailed guidance for addressing construction-generated PM<sub>10</sub> emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.</p>	
<p><b>Impact 3.2-2: Increase in Operational Emissions of Criteria Air Pollutants and Precursors Associated with the Project that Could Contribute to a Violation of Air Quality Standards</b></p> <p>Impact AQ-2 of the 2035 General Plan EIR concluded that the total emissions under buildout conditions of the General Plan would exceed SMAQMD’s significance thresholds and contribute to the SVAB’s nonattainment status. Therefore, the General Plan EIR concluded that operation-related emissions of criteria air pollutants and ozone precursors would be significant and unavoidable. The project would result in increased residential development, a reduction in commercial and industrial land uses, and would not propose any new stationary sources of pollution in the project planning area. Although the project would generate greater mass emissions than the land uses in the 2035 General Plan EIR, the project would be more efficient on a per person basis, thus the project would not introduce a new or substantially more severe impact than what was identified</p>	<p>SU</p>	<p>The following mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the project planning area:</p> <p><b>Mitigation Measure 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</b> To reduce operational emissions, the project applicant for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use of wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger</p>	<p>SU</p>

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>in the 2035 General Plan EIR. Nonetheless, similarly, to the 2035 General Plan, the project would still exceed SMAQMD’s thresholds of significance. Impacts would remain significant and unavoidable.</p>		<p>vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	
<p><b>Impact 3.2-3: Consistency with Air Quality Planning Efforts</b>                      Impact AQ-3 of the General Plan EIR concluded that all projects under the 2035 General Plan would be required to be consistent with SMAQMD rules and regulations, which would promote the goals of regional air quality plans to reach attainment of federal and state ozone and PM standards, and thus Impact AQ-3 was determined to be less than significant. Based on the region’s existing air quality and attainment status, air quality plans have been prepared to document how the region would achieve attainment of standards for nonattainment pollutants. The project would increase population at a greater rate than VMT in Folsom. Therefore, similar to the 2035 General Plan EIR, the project would be consistent with SMAQMD’s Ozone Attainment Plan and the Metropolitan Transportation Plan/Sustainable Communities Strategy. The project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR. This impact would remain less than significant.</p>	<p>LTS</p>	<p>Mitigation not required.</p>	<p>LTS</p>
<p><b>Impact 3.2-4: Increase in Local Mobile-Source Emissions of Carbon Monoxide</b>                      Impact AQ-4 of the 2035 General Plan EIR concluded that buildout of the 2035 General Plan would not be expected to substantially contribute to emission concentrations that would exceed the ambient air quality standards and as a result, Impact AQ-4 was determined to be less than significant. The project would not substantially increase traffic volumes to a level that would result in a CO hotspot. Therefore, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR, and this impact will remain less than significant.</p>	<p>LTS</p>	<p>Mitigation not required.</p>	<p>LTS</p>
<p><b>Impact 3.2-5: Increase in Health Risks Associated with Exposure of Sensitive Receptors to Emissions of Toxic Air Contaminants</b>                      Impact AQ-5 of the General Plan EIR concluded that construction in the General Plan Area during the 18-year buildout of the 2035 General Plan could generate TAC emissions from construction equipment diesel exhaust at a significant and unavoidable level. Intense levels of construction activity and ground disturbances would occur in close proximity to existing and future-planned sensitive receptors for an extended period of time. Development under the project would occur over 12 years, making the construction schedule more compact as compared to the General Plan EIR and possibly generating a higher rate of emissions for a shorter period of time. However, the project would not introduce a new or substantially</p>	<p>SU</p>	<p>The following mitigation measures form the FPASP EIR/EIS are applicable for rezone sites located within the Folsom Plan Area:   <b>Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions</b>                      The project applicant for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans. The plan may include such measures as</p>	<p>SU</p>

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>more severe impact than what was identified in the General Plan EIR. Nonetheless, this impact would remain significant and unavoidable.</p>		<p>scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.</p>	
<p><b>Impact 3.2-6: Increase in Exposure of Sensitive Receptors to Emissions of Odors</b>                      Impact AQ-6 of the General Plan EIR concluded that implementation of the General Plan was a significant and unavoidable impact could result in odorous impacts to a substantial number of people, even after incorporating Mitigation Measure AQ-6. Similarly, implementation of the project could result in the exposure of sensitive receptors to emissions of objectionable odors. While the project would not result in major sources of odors, odorous emissions from construction equipment throughout buildout of the project could result in odor impacts. Since the project is not introducing any new stationary sources of odor and construction would occur in the same areas as under the General Plan, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR. Nonetheless, this would remain a significant and unavoidable impact.</p>	<p>SU</p>	<p>The following mitigation measures from the FPASP EIR/EIS are applicable for rezone sites located within the Folsom Plan Area:</p> <p><b>Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</b> Requires implementation of SMAQMD construction measures in addition to rules and regulations to control air pollutant emissions generated by construction of on-site elements in the FPASP, which would also reduce TACs.</p> <p><b>Mitigation Measure 3A.2-1f: Implement SMAQMD’s Enhanced Exhaust Control Practices during Construction of all Off-site Elements.</b> Implement SMAQMD Enhances Exhaust Control Practices to control air pollutant emissions, which are listed in Mitigation Measure 3A.2-1a, in order to control NO<sub>x</sub> emissions generated by construction of off-site elements (in Sacramento Counties, or Caltrans right-of-way).</p>	<p>SU</p>

**Cultural and Tribal Cultural Resources**

<p><b>Impact 3.3-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource</b>                      The 2035 General Plan EIR Impact CUL-1 determined that implementation of the 2035 General Plan could result in impacts to historical resources and identified that impacts to historical resources would be significant and unavoidable. Similarly, Impact 3A.5-1 of the FPASP EIR/EIS determined that implementation of the FPASP could result in impacts to historical resources and identified that even with implementation of Mitigation Measures 3A.5-1a and 3A.5-1b, effects would remain significant and unavoidable. Future development associated with the project may be located on properties that contain previously unevaluated historic-age buildings or structures which could result in damage to or destruction to these features. If they are found to be eligible for listing in the NRHP, CRHR, the impact to historical resources would be potentially significant. Because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project. Therefore, there is no new significant effect and the impact is not more severe than</p>		<p>The following mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:</p> <p><b>Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.</b> Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the CRHR listing criteria and significance thresholds that apply under CEQA. Prior to ground-disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom or Caltrans), or the project applicant(s) of all project phases, with applicable agency oversight, shall perform the following actions:</p> <ul style="list-style-type: none"> <li>Retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be</li> </ul>	
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<p>the impact identified in the General Plan EIR. Project impacts would remain significant and unavoidable.</p>		<p>evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist, and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate. The identification of sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements.</p> <ul style="list-style-type: none"> <li>▪ For each resource that is determined eligible for the CRHR, the applicable agency or the project applicant(s) for any particular discretionary development (under the agency’s direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of “significant” (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS.</li> <li>▪ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resources Code and 36 CFR Part 800.</li> <li>▪ Where impacts cannot be avoided, the applicable agency or the project applicant(s) of all project phases (under the applicable agency’s direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS.</li> <li>▪ To support the evaluation and treatment required under this mitigation measure, the archaeologist retained by either the applicable oversight agency</li> </ul>	

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		<p>or the project applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment.</p> <p>These steps and documents may be combined with the phasing of management and documents prepared pursuant to the PA to minimize the potential for inconsistency and duplicative management efforts.</p>	
<p><b>Impact 3.3-2: Cause a Substantial Adverse Change in the Significance of Unique and Archaeological Resources</b></p> <p>The General Plan EIR Impact CUL-2 determined that implementation of the 2035 General Plan could result in significant impacts to unique archaeological resources and identified that even with implementation of Mitigation Measure CUL-2, effects would remain significant and unavoidable. Similarly, Impacts 3A.5-1 and 3A.5-2 determined that implementation of the FPASP could also result in impacts to archaeological resources and identified that even with implementation of Mitigation Measures 3.A5-1a, 3.5A-1b, and 3A.5-2 effects would remain significant and unavoidable. Future development associated with project could be located on parcels that contain known or unknown archaeological resources and ground-disturbing activities could result in discovery or damage of yet undiscovered archaeological resources as defined in CEQA Guidelines Section 15064.5.</p> <p>Therefore, there is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR or the FPASP EIR/EIS. Project impacts would remain significant and unavoidable.</p>	<p>SU</p>	<p>The following mitigation measures from the FPASP EIR/EIS are applicable for rezoned sites located within the Folsom Plan Area:</p> <p><b>Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.</b></p> <p><b>Mitigation Measure 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</b> To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> <li>▪ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources, and inform them of the proper procedures should cultural resources be encountered.</li> <li>▪ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.</li> <li>▪ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified</li> </ul>	<p>SU</p>

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation before resuming construction activities at the archaeological site.</p>	
<p><b>Impact 3.3-3: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource</b>                      General Plan EIR Impact TCR-1 determined that implementation of the 2035 General Plan could result in significant impacts to archaeological resources and identified that there are no feasible available mitigations that would reduce this impact to a less than significant level, and effects would remain significant and unavoidable. Future development associated with this project could be located on properties that contain known or unknown tribal cultural resources which could result in damage to or destruction to these resources. However, development within the City and Folsom Plan Area would not occur on any sites beyond those already analyzed in the General Plan EIR and FPASP EIR/EIS. Since potential for impacts to tribal cultural resources remain under the project impacts would be significant. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR. Project impacts would remain significant and unavoidable</p>	<p>SU</p>	<p>The following mitigation measures from the FPASP EIR/EIS are applicable for rezone sites located within the Folsom Plan Area:</p> <p><b>Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.</b></p> <p><b>Mitigation Measure 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</b></p>	<p>SU</p>
<p><b>Impact 3.3-4: Disturb Human Remains</b>                      The General Plan EIR Impact CUL-4 determined that implementation of the 2035 General Plan could result in impacts to human remains Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 were determined to reduce impacts to a less-than-significant level. Although much of the area north of Highway 50 is built out, the potential for un-marked human interments still exists in Folsom and the surrounding area. Similarly, Impact 3A.5-3 of the FPASP EIR/EIS determined that implementation of the FPASP could result in impacts to human remains and identified that with implementation of Mitigation Measure 3.A5-3 effects would be less than significant. Ground-disturbing construction activities associated with implementation of the project could uncover</p>	<p>LTS</p>	<p>The following mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:</p> <p><b>Mitigation Measure 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</b> In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the applicable county coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving</p>	<p>LTS</p>

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<p>previously unknown human remains. Development would be subject to the same state and local regulations as development under the General Plan EIR. Therefore, there is no new significant effect and the impact is not more severe than the impact identified in the 2035 General Plan EIR. Impacts would be less than significant.</p>		<p>notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner’s findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated MLD shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an MLD shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have at least 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by Assembly Bill (AB) 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> <li>▪ record the site with the NAHC or the appropriate Information Center,</li> <li>▪ use an open-space or conservation zoning designation or easement, or</li> <li>▪ record a document with the county in which the property is located.</li> </ul> <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an MLD or if the MLD fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the</p>	

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		<p>MLD and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>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).</p>	
<b>Energy</b>			
<p><b>Impact 3.4-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation</b></p> <p>When compared to the General Plan buildout, full buildout of the project would result in the consumption of additional energy supplies during construction in the form of gasoline and diesel fuel consumption (as shown in Table 3.4-1). However, the project’s energy expenditure would not be considered atypical when compared to other construction projects. As shown in Table 3.4-2, when compared to buildout of the General Plan, operations of new land uses associated with the project would result in additional energy consumption, but the project would be required to comply with the most recent iteration of the California Energy Code. As compared to the General Plan EIR, the project would be more energy efficient when considered in the context of the number of residents that the project supports. Therefore, the project would not result in a new or substantially more severe impact than the 2035 General Plan EIR land uses due to its greater energy efficiency. This impact would be less than significant.</p>	LTS	Mitigation not required.	LTS
<p><b>Impact 3.4-2 Conflict with or Obstruction of a State or Local Plan for Renewable Energy or Energy Efficiency</b></p> <p>Although implementation of the project would increase energy demands compared to existing conditions, development would be required to comply with applicable California Energy Code, Folsom General Plan Policies, and RPS. As a result, implementation of the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.</p>	LTS	Mitigation not required.	LTS

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<b>Greenhouse Gas Emissions and Climate Change</b>			
<p><b>Impact 3.5-1 Generation of Greenhouse Gas Emissions and Consistency With Reduction Plans and Measures</b></p> <p>Construction and operation of the project would result in GHG emissions. To evaluate GHG emissions, a comparative analysis was conducted that looked at the proposed land use changes to the previously adopted General Plan land uses. Based on this analysis, construction emissions are anticipated to be lower and operational emissions are anticipated to be higher than previously evaluated. However, the proposed project would increase residential density, which results in more VMT and GHG efficiency on a per capita basis, consistent with the goals and objectives of the GHG reduction strategy in the adopted CAP (integrated in to the 2035 General Plan). While the adopted CAP and associated measures demonstrated that the City would achieve their 2035 GHG targets, GHG emissions targets for 2050 would likely not be achieved. Because the project would be consistent with adopted GHG reduction strategies that aim to improve GHG efficiency, the project would not conflict with the City’s ability to achieve their 2035 targets, however, the project does not include any additional measures or GHG reduction strategies that would assist in meeting the 2050 targets. Therefore, the project would not result in new or substantially greater impacts relating to GHG emissions, but this impact would remain significant and unavoidable.</p>	SU	<p>The following adopted mitigation measures from the FPASP EIR/EIS are applicable for rezone sites located within the Folsom Plan Area:</p> <p><b>Mitigation Measure 3A.4-1</b> requires construction operation in the FPASP to implement all SMAQMD recommended measures and ARB rules to reduce construction GHG emissions.</p> <p><b>Mitigation Measure 3A.4-2a</b> Requires that each project within the FPASP meet 2020 and 2030 State per capita GHG emissions standards via increased energy efficiency, water conservation and efficiency, solid waste measures, and transportation and motor vehicle standards and efficiencies.</p> <p><b>Mitigation Measure 3A.4-2b</b> Requires that the sequestration capacity of existing trees lost to urban development within the FPASP area be offset through an Urban Forestry Program or Off-Site Tree Program.</p>	SU
<b>Land Use and Planning</b>			
<p><b>Impact 3.6-1 Conflict with Applicable Land Use Plans, Policies, and Regulations</b></p> <p>As discussed in Section 4.1.3, “Plan and Policy Consistency and Compatibility,” and Section 4.1.4, “Land Use Evaluation,” of the General Plan EIR, implementation of the General Plan would be consistent with existing regional land use plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. The project would include amendments to the 2035 General Plan and Zoning Code to increase minimum density and maximum FAR standards for the East Bidwell Mixed Use Overlay Zone and establish a new TOD Overlay zoning designation. Similarly, the project would amend the existing Town Center overlay in the FPASP to increase minimum density and maximum FAR standards. The project would allow for increased minimum densities on rezone sites that are with multi-family and mixed-use designations. The project would also include land use amendments to the FPASP for the proposed rezone sites within the FPA. These amendments would be in compliance with State law requirements and are</p>	LTS	Mitigation not required.	LTS

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<p>intended to help the city meet its share of the Regional Housing Needs Allocation (RHNA). The project is consistent with General Plan and FPASP policies related to environmental protections associated with land use, including those identified under Regulatory Setting that address the amount and location of growth, allowed uses, and development densities and intensities. The project would not result in a new or substantially more severe impact regarding land use and planning than was identified in the General Plan EIR. This impact would be less than significant.</p>			
<b>Noise</b>			
<p><b>Impact 3.7-1 Construction Activities Could Result in a Substantial Temporary Increase in Noise Levels at Nearby Noise-Sensitive Land Uses</b>                      The General Plan EIR determined that the potential noise generation from construction activities could result in a substantial temporary increase in noise levels, but that impacts would be less than significant with adherence to the FMC and General Plan policies. Construction activities associated with implementation of the project would result in greater construction noise than anticipated in the General Plan EIR. However, implementation of proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to less than significant, consistent with the conclusion in the General Plan EIR.</p>	S	<p><b>Mitigation Measure 3.7-1: Construction Noise Reduction Measure</b>                      Add new Implementation Program SN-2 17 Construction Noise Reduction:                      ► The City shall require the following measures shall be implemented and specified on subsequent project building plans for development north of Highway 50 within 560 feet of sensitive land uses to ensure construction noise does not exceed 80 dBA Leq at the nearest receptors:</p> <ul style="list-style-type: none"> <li>■ To the extent feasible, alternative construction processes that generate lower noise levels shall be selected.</li> <li>■ Construction equipment staging areas shall be located at the farthest distance feasible from nearby sensitive land uses.</li> <li>■ For projects with pile driving, with approval and supervision of a qualified structural engineer, pile holes shall be predrilled to minimize the number of pile hammer drives necessary to seat piles, where feasible. Alternative to impact hammers, such as oscillating or rotating pile installation systems shall be used where feasible.</li> <li>■ Effective pile driving noise control may be achieved by utilizing pile driving shrouds that acoustically shield the pile hammer point of impact, placing resilient padding on top of the pile, and by reducing exhaust noise with sound absorbing mufflers.</li> <li>■ Post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager.</li> </ul> <p>The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezoned sites located within the Folsom Plan Area:</p>	LTS

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		<p><b>Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise Near Sensitive Receptors.</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 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays and Sundays.</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> <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.</li> </ul>	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>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.</p> <ul style="list-style-type: none"> <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 construction noise levels by approximately 8–10 dB (EPA 1971).</li> <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> <li>▪ 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.</li> </ul>	
<p><b>Impact 3.7-2 Exposure of Persons to or Generation of Excessive Vibration</b>                      The General Plan EIR included results from a community vibration survey that was conducted in December 2017 to establish existing vibration levels from operational sources such as rail transit and residential activities and addressed construction vibration impacts for vibration annoyance. Future development associated with the project would be subject to City General Plan policies that require adherence to specific vibration annoyance standards. Therefore, the project would not result in development that could expose sensitive receptors to excessive interior groundborne vibration levels. However, the General Plan EIR did not analyze potential vibration damage impacts from short-term construction activities and equipment. However, implementation of proposed mitigation measures and</p>	<p>S</p>	<p><b>Mitigation Measure 3.7-2: Develop and Implement a Vibration Damage Control Plan</b>                      Add new Implementation Program SN-18 Construction Vibration Reduction:</p> <ul style="list-style-type: none"> <li>▶ The City shall apply this Implementation Program to construction activity involving pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to reduce the potential for structural damage.</li> <li>▶ Require project applicants with projects that involving pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile-</li> </ul>	<p>LTS</p>

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City of Folsom

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<p>adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to less than significant.</p>		<p>driving or other vibration intensive activities with the potential to result in structural damage. The following vibration control measures (or other equally effective measures approved by the City) shall be included in the plan:</p> <ul style="list-style-type: none"> <li>▪ To prevent structural damage minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determine.</li> <li>▪ All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to the City of Folsom so as not to exceed the recommended FTA vibration damage levels.</li> <li>▪ Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.</li> <li>▪ Limit pile-driving activities to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.</li> <li>▪ Predrill pile holes to the maximum feasible depth to reduce the number of blows required to seat a pile.</li> <li>▪ Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible.</li> <li>▪ Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.</li> </ul> <p>The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:</p> <p><b>Mitigation Measure 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities</b></p> <ul style="list-style-type: none"> <li>▪ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.</li> </ul>	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> <li>▪ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.</li> <li>▪ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.</li> <li>▪ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.</li> <li>▪ Each blast shall be monitored and documented for groundborne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.</li> </ul>	
<p><b>Impact 3.7-3: Traffic Noise</b>                      The General Plan EIR determined that implementation of the General Plan would result in an increase in average daily traffic volumes on affected roadway segments and consequently, an increase in traffic noise. Specifically, along affected roadway segments, implementation of the General Plan would result in net increases ranging from 0 to 8 dBA Ldn as compared to existing conditions. The General Plan EIR determined that, despite implementation of noise abatement programs and mitigation measures, it would not be possible to ensure that existing residential uses would not be exposed to a substantial increase in traffic noise levels that exceed City noise standards. Therefore, the General Plan EIR concluded that traffic noise impacts would be significant and unavoidable. Implementation of the project would result in net increase in traffic noise ranging from 0 to 3.6 dB Ldn on roadway segments within the project planning area. Therefore, project-related traffic noise would not generate a substantial increase in severity beyond what was identified in the General Plan EIR and this impact would remain significant and unavoidable.</p>	<p>SU</p>	<p>The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:</p> <p><b>Mitigation Measure 3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-site Roadways.</b> To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:</p> <ul style="list-style-type: none"> <li>▪ Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).</li> <li>▪ Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-</li> </ul>	<p>SU</p>

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		related noise impacts. These measures may include, but are not limited to, the following: <ul style="list-style-type: none"> <li>• limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;</li> <li>• constructing exterior sound walls;</li> <li>• constructing barrier walls and/or berms with vegetation;</li> <li>• using “quiet pavement” (e.g., rubberized asphalt) construction methods on local roadways; and,</li> <li>• using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).</li> </ul>	
<p><b>Impact 3.7-4: Expose Existing Sensitive Receptors to New Stationary Noise Sources that Exceed Applicable Noise Standards</b></p> <p>The General Plan EIR did not analyze impacts related to stationary noise sources. All future development associated with the project would be required to comply with the FMC and General Plan policies related to stationary noise standards. However, due to the programmatic nature of the project it cannot be assured that future development as part of the project would not exceed applicable standards. Implementation of proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to less than significant.</p>	<p>S</p>	<p><b>Mitigation Measure 3.7-4: Heating, Ventilation, and Cooling Noise</b></p> <p>Add new Implementation Program SN-19 Heating, Ventilation, and Cooling Noise Reduction:</p> <ul style="list-style-type: none"> <li>▶ The City shall require an acoustical assessment to be prepared as part of subsequent land use development associated with development if an HVAC would be located within 55 feet of a sensitive receptor. The acoustical assessment shall evaluate the potential operational noise impacts attributed to HVAC noise. The acoustical assessment shall be completed by a qualified acoustical consultant that shall verify that the chosen mechanical equipment for individual development projects would not exceed 45 dBA at the nearest sensitive receptor, in accordance with City of Folsom noise standards. Where the acoustical analysis determines that noise levels would exceed applicable City noise standards, noise reduction measures shall be identified and included in the subsequent project. Noise reduction measures may include, but are not limited to:                             <ul style="list-style-type: none"> <li>▪ Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor.</li> <li>▪ Identifying the equipment's noise screening distance, ensuring that noise levels attenuate to below the 45 dBA HVAC noise standard at the nearest sensitive receptor, and installing the equipment at a distance no less than the screening distance.</li> <li>▪ Employing noise dampening techniques such as solid enclosures or parapets walls to block the line-of-sight between the noise source and the noise-sensitive receptors. Blocking the line of sight with a solid barrier or enclosure would reduce noise levels by at least 5 dBA.</li> </ul> </li> </ul>	<p>LTS</p>

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:</p> <p><b>Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</b> The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> <li>▪ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers’ specifications.</li> <li>▪ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.</li> <li>▪ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as possible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</li> <li>▪ Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</li> </ul>	

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Population and Housing</b>			
<p><b>Impact 3.8-1: Induce Substantial Population Growth</b>                      The 2035 General Plan EIR Section 4.2.3, "Population, Employment, and Housing Evaluation," concluded that implementation of the General Plan would not induce population growth in Folsom beyond levels identified by SACOG in preparation of the MTP/SCS. The project would accommodate up to 6,046 net new housing units, which would accommodate approximately 15,418 people. This growth would exceed the projected population under the General Plan but would be consistent with the most recently adopted 2021-2029 Housing Element. The project would not result in a new or more substantially more severe impact regarding population growth than was identified in the General Plan EIR. This impact would be less than significant.</p>	LTS	Mitigation not required.	LTS
<b>Public Services</b>			
<p><b>Impact 3.9-1: Require Construction of New Governmental Facilities, Resulting in Adverse Environmental Impacts</b>                      General Plan EIR Impact PSR-1 identified that increased development would increase the demand for governmental facilities, such as fire and police protection. Under the project, development would be intensified within the City and may increase demand for public services (including fire and police protection) that could require new or expanded facilities. Expansion of existing governmental facilities or construction of a new facility to meet the needs of the project would involve minor land clearing, grading, installation of utilities, and building construction. Construction activities and duration would be typical of such facilities and would be required to comply with applicable City policies and regulatory requirements to reduce adverse environmental effects. Additionally, new governmental facilities, including fire and police stations, would be constructed within the footprint of development envisioned as part of the 2035 General Plan. Therefore, such construction for new government facilities to support the project would not result in adverse effects on the environment. Increased population growth resulting from the project would not result in a new or substantially more severe impact related to the construction of government facilities than was addressed in the General Plan EIR. This impact would be less than significant.</p>	LTS	Mitigation not required.	LTS

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<p><b>Impact 3.9-2: Require Construction of New Schools, Resulting in Adverse Environmental Impacts</b></p> <p>General Plan EIR Impact PSR-1 identified that increased development would increase the demand for school facility needs. Under the project, development within the City would be intensified and may increase demand for schools that could require new or expanded facilities. Expansion of existing schools or construction of a new school to meet the needs of the project would involve minor land clearing, grading, installation of utilities, and building construction. Construction activities and duration would be typical of such facilities and would be required to comply with applicable City policies and regulatory requirements to reduce adverse environmental effects. Additionally, new schools would be constructed within the footprint of development envisioned as part of the 2035 General Plan. Therefore, such construction for new schools to support the project would not result in adverse effects on the environment. The increased student population resulting from the project would not result in a new or substantially more severe impact related to the construction of schools than was addressed in the General Plan EIR. Impacts would be less than significant</p>	LTS	Mitigation not required.	LTS
<p><b>Impact 3.9-3: Require Construction of New Park or Recreation Facilities, Resulting in Adverse Environmental Impacts</b></p> <p>General Plan EIR Impact PSR-2 identified that proposed development would increase the demand for existing recreational facilities and require the development of new recreational facilities in the City. Construction of park facilities would be subject to federal and state requirements, City regulations, and 2035 General Plan policies that would ensure that adequate parkland would be provided, and physical deterioration of existing facilities would be reduced. Furthermore, the City's existing and planned parks would sufficiently meet the City's standards for parkland supply as the population grows. This growth would be within the projections assumed under the General Plan. Therefore, increased population growth resulting from the project would not result in a new or substantially more severe impact related to park and recreational facilities than was addressed in the General Plan EIR. Project impacts would be less than significant.</p>	LTS	Mitigation not required.	LTS

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Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>Transportation</b>			
<p><b>Impact 3.10-1: Transit, Bicycle, and Pedestrian Facility Impacts and Plan Conflicts</b>                      The General Plan EIR identified that implementation of the 2035 General Plan would not result in conflicts with plans, policies, or programs for transit, bicycle, and pedestrian facilities. Implementation of the project would be subject to and implement General Plan and FPASP objectives and policies relevant to transit, bicycle, and pedestrian facilities and services. Additionally, future development under the project would be subject to applicable City guidelines, standards, and specifications related to transit, bicycle, or pedestrian facilities. Therefore, there is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. Project impacts would remain less than significant.</p>	LTS	Mitigation not required.	LTS
<p><b>Impact 3.10-2: Vehicle Miles Traveled Impacts</b>                      The requirement of VMT analysis was added to the State CEQA Guidelines in December 2018 after the General Plan EIR was completed. Therefore, the General Plan EIR did not address VMT impacts resulting from implementation of the General Plan. The project would result in development of up to 6,046 additional housing units. Of those units, the project would provide capacity for up to 56 percent or 3,386 low-income units.; However, the City of Folsom conservatively determined that based on the rate of existing affordable housing development within the city, 26 percent of the project’s units on average would be low-income units. Therefore, the VMT analysis accounted for the reduction associated with 26 percent affordable units that would result in a reduction in trips and trip length as compared to market-rate housing. Therefore, the project would result in approximately 6.62 residential VMT per capita, which is less than the threshold of 7.51 VMT per capita (i.e., 15 percent below citywide VMT per capita). Additionally, the project would not result in retail development that would be greater than 125,000 square feet. Potential retail development resulting from the project would be considered local serving and would not result in a net increase in VMT. The project VMT impacts related to residential land use and retail land use would be less than significant.</p>	LTS	Mitigation not required.	LTS

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<p><b>Impact 3.10-3: Hazardous Design Feature Impacts</b>                      No significant design hazard impacts were identified in the General Plan EIR. Future development under the project would be constructed in accordance with applicable roadway design and safety guidelines. The project would not increase hazards because of a roadway design feature or incompatible uses and would include a roundabout first policy that would provide opportunities for improved safety. Therefore, there is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The project would result in a less-than-significant impact related to transportation hazards.</p>	LTS	Mitigation not required.	LTS
<p><b>Impact 3.10-4: Emergency Access Impacts</b>                      The General Plan EIR concluded that implementation of the 2035 General Plan would not result in significant impacts to emergency access. Future development under the project would be required to meet all applicable emergency access and design standards to ensure that the project would provide adequate emergency access. In addition, compliance with General Plan policies would provide emergency access improvements that would enhance emergency access. There is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The project would result in a less-than-significant impact.</p>	LTS	Mitigation not required.	LTS
<b>Utilities and Service Systems</b>			
<p><b>Impact 3.11-1: Adverse Impacts on Sufficient Water Supply and Treatment</b>                      General Plan EIR Impact USS-4 identified less than significant water supply impacts because the existing water purveyors would have sufficient water supplies to serve future development under the 2035 General Plan. Implementation of the project could generate additional water demand for water supplies from the provision of additional housing. However, the City of Folsom and EID would have sufficient surplus to meet the additional water demand. Therefore, the additional water demand resulting from the project would not result in a new or substantially more severe water supply impact than was addressed in the General Plan EIR. Project impacts would be less than significant.</p>	LTS	Mitigation not required.	LTS

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<p><b>Impact 3.11-2: Exceed the Capacity of the Wastewater Treatment Provider or Adverse Effects Associated with Construction of Wastewater Treatment and Disposal Infrastructure</b></p> <p>General Plan EIR Impact USS-3 identified less than significant impacts related to wastewater collection, transmission, and treatment. Implementation of the project could generate wastewater as a result of increased housing in the City. The existing wastewater conveyance infrastructure in the City of Folsom would not have sufficient capacity to accommodate the anticipated additional wastewater. Therefore, the wastewater resulting from the project would result in a new and substantially more severe wastewater impact than was addressed in the General Plan EIR. Project impacts would be potentially significant.</p>	<p>PS</p>	<p><b>Mitigation Measure 3.11-2a: Implement Localized Improvements in the 33-Inch Shed</b>                      Future development in the 33-inch shed at the Central Commercial District in the East Bidwell Mixed-Use Overlay Zone and Iron Point District Transit-Oriented Development overlay shall provide fees or construct localized wastewater improvements as conditions of approval to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed prior to occupation of residential units.</p> <p><b>Mitigation Measure 3.11-2b: Develop and Implement a Wastewater Conveyance Master Plan for the 27-Inch Shed</b>                      To address capacity concerns in the City’s wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan that identifies the final anticipated extent of pipeline and pump station improvements as well as any phasing improvements tied to residential development timing and/or location in the 27-inch Shed. The Wastewater Conveyance Master Plan shall include mechanisms and improvements for addressing sewer capacity. The Wastewater Conveyance Master Plan shall contain the goals of the plan, a description of proposed upgrades and features that would be implemented, a long-term maintenance and operation strategy, and an approach for implementation of proposed improvements to the wastewater conveyance system. Potential improvements may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▶ construction and operation of a new pump station near the intersection of Riley Street and East Bidwell Street,</li> <li>▶ construction and operation of a new 8-inch force main from the pump station to high point at Glenn Drive and Sibley Street in order to divert flows from the 27-inch shed into the 33-inch shed,</li> <li>▶ upsizing existing 8-inch pipelines on Glenn Drive and Sibley Street to 12-inch, and</li> <li>▶ identification of addition localized sewer improvements.</li> </ul> <p>Upon completion of the Wastewater Conveyance Master Plan, the City shall secure any required permits for implementation of identified improvement strategies. Improvements identified in the Wastewater Conveyance Master Plan shall be implemented prior to issuance of grading permits for future projects that would add wastewater to the 27-inch Shed.</p>	<p>LTS</p>

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<p><b>Impact 3.11-3: Require the Construction of New or Expanded Stormwater Drainage Facilities, the Construction of Which Could Cause Significant Environmental Effects</b>                      General Plan EIR Impact USS-2 concluded that implementation of the 2035 General Plan would result in less than significant impacts related to requiring development of new or expanded stormwater drainage facilities with compliance with existing regulations, General Plan Policies PFS 5.1.1 through 5.1.4 and future project-level CEQA review. Implementation of the project would result in increased residential development capacity in the project planning area and would not change the planned development footprint evaluated in the General Plan EIR. The project would not result in a new or substantially more severe stormwater runoff impact than was addressed in the General Plan EIR. Project impacts would be less than significant.</p>	LTS	Mitigation not required.	LTS
<p><b>Impact 3.11-4: Require Relocation or Construction of Electric Power, Natural Gas, or Telecommunications Facilities, the Construction or Relocation of Which Could Cause Significant Environmental Effects</b>                      General Plan EIR Impact USS-6 concluded that increased demand for private utility services associated with the 2035 General Plan would not result in significant environmental impacts because there are adequate existing private utility services to serve the 453 vacant parcels in the area north of Highway 50. Implementation of the project could result in increased demand for electricity, natural gas, and telecommunication services in the project planning area. SMUD, PG&amp;E and AT&amp;T would provide new or extended infrastructure to serve future development in Folsom Plan Area. As a result of the project, the demand for electrical power, natural gas, and telecommunication services would be increased for residential use but would be decreased for non-residential use compared to what was evaluated in the General Plan EIR. Compliance with existing regulations and General Plan policies would ensure that the project would not require additional relocation or construction of electric power, natural gas, or telecommunications facilities that have not been evaluated in the General Plan EIR. Therefore, the project would not result in a new or substantially more severe impact related to dry utilities than was addressed in the General Plan EIR. Project impacts would be less than significant.</p>	LTS	Mitigation not required.	LTS
<p><b>Impact 3.11-5: Adverse Impacts on Landfill Capacity and Compliance with Applicable solid Waste Regulations</b>                      General Plan EIR Impact USS-5 concluded that increased demand for solid waste services associated with implementation of the 2035 General Plan would not result in significant environmental impacts. Implementation of the project could result in</p>	LTS	Mitigation not required.	LTS

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<p>increased solid waste generation associated with the project planning area. The Kiefer Landfill is currently operating below permitted capacity. The projected additional 28.5 tons per day of solid waste generated from the project would not substantially impact Kiefer Landfill's permitted capacity. In addition, future development associated with the project would be required to comply with all applicable solid waste regulations and the adopted General Plan policies related to waste collection, recycling, and organics. Therefore, the additional solid waste services resulting from the project would not result in a new or substantially more severe impact than was addressed in the General Plan EIR. Project impacts would be less than significant.</p>			

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