

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

AMENDED

PLANNING COMMISSION AGENDA

April 18, 2018

CITY COUNCIL CHAMBERS

6:30 p.m.

50 Natoma Street

Folsom, California 95630

CALL TO ORDER PLANNING COMMISSION: Jennifer Lane, Kevin Mallory, Ross Jackson, Aaron Ralls, Thomas Scott, Vice Chair John Arnaz, Chair Justin Raithel

Any documents produced by the City and distributed to the Planning Commission regarding any item on this agenda will be made available at the Community Development Counter at City Hall located at 50 Natoma Street, Folsom, California and at the table to the left as you enter the Council Chambers. The meeting is available to view via webcast on the City's website the day after the meeting.

PLEDGE OF ALLEGIANCE

CITIZEN COMMUNICATION: The Planning Commission welcomes and encourages participation in City Planning Commission meetings, and will allow up to five minutes for expression on a non-agenda item. Matters under the jurisdiction of the Commission, and not on the posted agenda, may be addressed by the general public; however, California law prohibits the Commission from taking action on any matter which is not on the posted agenda unless it is determined to be an emergency by the Commission.

MINUTES

The minutes of March 21, 2018 will be presented for approval.

NEW BUSINESS

1. PN 16-286, Folsom Lake Boat and RV Storage Facility – Planned Development Permit and Conditional Use Permit and Consideration of Adoption of a Mitigated Negative Declaration

A Public Hearing to consider a request from the Superior Storage Group for approval of a Planned Development Permit and Conditional Use Permit for development and operation of a 64,835-square-foot boat and RV storage facility on a 7.18-acre site located at 7740-7760 Folsom-Auburn Road and Adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for this project. The zoning classification for the site is C-2 PD and the General Plan land-use designation is CC. An Initial Study and Mitigated Negative Declaration have been prepared in accordance with the requirements of the California Environmental Quality Act. The Mitigated Negative Declaration public review period begins March 15, 2018 and ends April 16, 2018. **(Project Planner: Principal Planner, Steve Banks / Applicant: Superior Storage Group)**

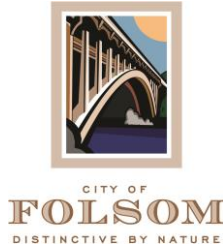
PLANNING COMMISSION / PLANNING MANAGER REPORT

The next Planning Commission meeting is scheduled for **May 2, 2018**. Additional non-public hearing items may be added to the agenda; any such additions will be posted on the bulletin board in the foyer at City Hall at least 72 hours prior to the meeting. Persons having questions on any of these items can visit the Community Development Department during normal business hours (8:00 a.m. to 5:00 p.m.) at City Hall, 2nd Floor, 50 Natoma Street, Folsom, California, prior to the meeting. The phone number is (916) 461-6203 and FAX number is (916) 355-7274.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in the meeting, please contact the Community Development Department at (916) 461-6203, (916) 355-7274 (fax) or kmullett@folsom.ca.us. Requests must be made as early as possible and at least two-full business days before the start of the meeting.

NOTICE REGARDING CHALLENGES TO DECISIONS

The appeal period for Planning Commission Action: Any appeal of a Planning Commission action must be filed, in writing with the City Clerk's Office no later than ten (10) days from the date of the action pursuant to Resolution No. 8081. Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing



PLANNING COMMISSION MINUTES
March 21, 2018
CITY COUNCIL CHAMBERS
6:30 P.M.
50 Natoma Street
Folsom, CA 95630

CALL TO ORDER PLANNING COMMISSION: Jennifer Lane, Ross Jackson, Aaron Ralls, Kevin Mallory, Chair Justin Raithel

ABSENT: Arnaz, Scott

CITIZEN COMMUNICATION: None

MINUTES: The minutes of March 7, 2018 were approved as submitted.

PRESENTATION

1. **2035 Folsom General Plan Update Presented by Chelsey Payne with Mintier Harnish**

NEW BUSINESS

2. **2035 Folsom General Plan Draft Environmental Impact Report Public Workshop**

This is a public workshop regarding the Draft Environmental Impact Report (DEIR) for the 2035 Folsom General Plan (SCH #2017082054) and no action will be taken by Planning Commission on this project at this meeting. The project being assessed in the DEIR includes all actions necessary to provide a comprehensive update to the Folsom General Plan, including reorganizing and updating the existing General Plan. That plan addressed both mandatory General Plan elements required by state planning and zoning laws, and optional elements adopted by the City to address matters of local concern. The Folsom 2035 General Plan would substantially revise and streamline the General Plan to address the mandated elements (Land Use, Circulation Conservation, Open Space, Noise, and Safety), and would include revised Land Use and Circulation Diagrams. The proposed 2035 General Plan would additionally add chapters related to Economic Prosperity, and Parks and Recreation. The Folsom General Plan Housing Element was previously updated in 2013, in compliance with State deadlines and is not proposed to be revised at this time. This Draft EIR will function as a first-tier environmental document that assesses the broad environmental impacts of future projects, with the understanding that subsequent environmental reviews will occur on a project-specific basis. As a first-tier document, this Draft EIR is intended to streamline the review of projects consistent with the Folsom 2035 General Plan, once it is approved, and to allow the scope of the environmental analysis for future projects to be narrowed. **(Project Planner, Scott A. Johnson, AICP, Planning Manager)**

NO ACTION WAS REQUIRED BY THE PLANNING COMMISSION FOR THIS PROJECT AT THIS MEETING

PLANNING MANAGER REPORT

None

RESPECTFULLY SUBMITTED,

Kelly Mullett, OFFICE ASSISTANT

APPROVED:

Justin Raithel, CHAIRMAN

PLANNING COMMISSION STAFF REPORT

PROJECT TITLE	Folsom Lake Boat and RV Storage Facility
PROPOSAL	Request for Approval of a Planned Development Permit and Conditional Use Permit for development and operation of a 64,835-square-foot boat and RV storage facility on a 7.18-acre site located at 7740-7760 Folsom-Auburn Road and Adoption of a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for this project
RECOMMENDED ACTION	Approve, based upon findings and subject to conditions of approval
OWNER/APPLICANT	Darin Moore/Superior Storage Group
LOCATION	The project site is located approximately 500 feet northwest of the intersection of Folsom-Auburn Road and Folsom Dam Road (7740/7760 Folsom-Auburn Road)
SITE CHARACTERISTICS	The 7.18-acre project site, which is comprised of two separate parcels, is undeveloped and contains a mixture of natural vegetation including 52 mature trees. The site slopes gradually downward from north to south, from approximately 385 feet to 365 feet above sea level. A bicycle and pedestrian path runs along the eastern boundary of the site. An electrical tower and poles on the northern portion of the project site support overhead electrical lines that run from the northwest to the southeast over the project site. A second electrical tower supports overhead electrical lines that run from north to south across the northern portion of the property.

GENERAL PLAN DESIGNATION	CC (Community Commercial)
ZONING	C-2 PD (Central Business, Planned Development District)
ADJACENT LAND USES/ZONING	<p>North: Commercial Development (C-2 PD) with Folsom-Auburn Road Beyond</p> <p>South: Commercial Development (C-1 PD) with Folsom Dam Road Beyond</p> <p>East: Folsom-Auburn Road with the American Water Education Center and a California State Park Office (OSC) Beyond</p> <p>West: Multi-Family Residential Development (C-3 PD), a Mobile Home Park (RMH), and an Outdoor Boat and RV Storage Facility (RMH) with Single-Family Residential Development Beyond</p>
PREVIOUS ACTION	Approval of a Rezone by the City Council on July 27, 2004, Approval of a Tentative Parcel Map by the Planning Commission on October 6, 2004, Approval of a Planned Development Permit and Conditional Use Permit by the Planning Commission on April 20, 2005, Approval of a General Plan Amendment by the City Council on February 24, 2006, Approval of a Planned Development Permit and Conditional Use Permit on June 17, 2015.
FUTURE ACTION	Issuance of Grading and Building Permits
APPLICABLE CODES	<p><u>FMC</u> 12.16, Tree Preservation Ordinance</p> <p><u>FMC</u> 17.06, Design Review</p> <p><u>FMC</u> 17.22, Commercial Land Use Zones</p> <p><u>FMC</u> 17.38, Planned Development District</p> <p><u>FMC</u> 17.57, Parking Requirements</p> <p><u>FMC</u> 17.59, Signs</p> <p><u>FMC</u> 17.60, Use Permits</p>
ENVIRONMENTAL REVIEW	An Initial Study and Mitigated Negative Declaration have been prepared for the project in accordance with the California Environmental Quality Act (CEQA)

ATTACHMENTS

1. Vicinity Map
2. Site Plan, dated June 21, 2017
3. Preliminary Grading and Drainage Plan, dated June 26, 2017
4. Preliminary Utility Plan, dated June 26, 2017
5. Preliminary Landscape Plan, dated June 28, 2017
6. Building Elevations and Floor Plans, dated June 21, 2017
7. Color Building Elevations, dated June 21, 2014
8. Color and Materials Board
9. Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring Program
10. Site Photographs

PROJECT PLANNER

Steve Banks, Principal Planner

BACKGROUND

On July 27, 2004, the City Council approved a Rezone to change the zoning designation for two parcels located at 7750 and 7770 Folsom-Auburn Road from R-1-M PD (Single-Family Small-Lot, Planned District) to C-2 PD (Central Business, Planned Development District). On October 6, 2004, the Planning Commission approved a Tentative Parcel Map to subdivide a 7.18-acre site located at 7750 Folsom-Auburn Road into two individual parcels (7740 and 7760 Folsom-Auburn Road). On April 20, 2005, the Planning Commission approved a Planned Development Permit and Conditional Use Permit for the development and operation of a 108,403-square-foot retail, automotive repair, and boat/RV storage center on a 14.11-acre site located at 7700, 7740, 7760, and 7770 Folsom-Auburn Road. The retail component of the aforementioned project, which included a single-story, 16,000-square-foot commercial building, was constructed at 7700 Folsom-Auburn Road in 2008. The other components of the project (automotive repair center and boat/RV storage center) were never developed, and as a result, their entitlements expired.

On February 24, 2016, the City Council approved a General Plan Amendment to change the General Plan land use designation for a 4.7-acre parcel located at 7770 Folsom-Auburn Road from MLD (Multi-Family Low Density) to CC (Community Commercial). On June 17, 2015, the Planning Commission approved a Planned Development Permit and Conditional Use Permit for development and operation of a 124,310-square-foot self-storage facility (Superior Self Storage) on a 4.7-acre site located at 7770 Folsom-Auburn Road. Subsequently, the Superior Self Storage facility was constructed and opened for business on March 5, 2018. The subject 7.18-acre property, which is located at 7740 and 7760 Folsom-Auburn Road, is situated directly to the south of the Superior Self Storage project site.

APPLICANT'S PROPOSAL

The applicant, Superior Storage Group, is requesting approval of a Planned Development Permit and Conditional Use Permit for development and operation of a 64,835-square-foot boat and RV storage facility on a 7.18-acre site located at 7740 and 7760 Folsom-Auburn Road. The proposed project consists of four, single-story storage buildings totaling 62,556 square feet and accommodating 156 enclosed rental storage units, a two-story, 2,278-square-foot office and manager's apartment, and 140 uncovered outdoor boat and RV rental storage spaces. The boat and RV storage facility will feature an on-site manager who works in the ground-level office and resides in an apartment located on the second floor of the office/apartment building. Proposed hours of operation for the business office are Monday through Sunday from 9:00 a.m. to 5:00

p.m., with extended hours (6:00 a.m. to 10:00 p.m.) being provided to allow access to the indoor storage units and outdoor storage spaces. The proposed boat and RV storage facility, which will be enclosed by a series of walls and fences, features a secured electronic access gate system and 24-hour video surveillance. In addition, each of the enclosed storage units will be individually alarmed.

The proposed project, which includes construction of four, single-story storage buildings and a two-story office and manager's apartment building, features a contemporary design that incorporates a variety of unique architectural elements including: altered building shapes and forms, building off-sets, a centralized entry, varied wall heights, decorative pilasters, cornices, and decorative metal fencing. Primary building materials associated with the boat and RV storage facility include textured stucco, stucco cornices, stone veneer, an aluminum door and window system, textured concrete masonry blocks, stone veneer pilasters, metal roofing, metal roll-up doors, metal transoms, decorative metal vine trellises, and granite boulder planters. The color scheme for the proposed buildings features the use of four primary earth tone colors that are off-white to brown (Familiar Beige, French Roast, Sands of Time, and Toa) in nature.

Primary vehicle access to the project site is provided by an existing driveway located on the west leg of the signalized intersection of Folsom-Auburn Road and Folsom Dam Road. The signal-controlled intersection of Folsom-Auburn Road and Folsom Dam Way provides full access into and out of the project site in all directions. Secondary access to the project site is provided by an emergency vehicle access only driveway located off of Lakeside Way in the northwest corner of the project site. Access to the indoor storage units and outdoor storage spaces, which will be controlled by a key-card operated security gate, is provided by an internal drive aisle located to the southwest of the project entrance on Folsom-Auburn Road. Internal circulation is accommodated by internal drive aisles located throughout the project site. Pedestrian circulation in and around the project site is facilitated by a combination of proposed walkways and existing bicycle paths. The proposed project includes a total of 8 on-site vehicle parking spaces including 6 uncovered visitor parking spaces and 2 garage parking spaces for the office manager. Additional site improvements include underground utilities, retaining walls, a key-card operated security-gate, site fencing, site lighting, site landscaping, a trash/recycling enclosure, and a monument sign.

GENERAL PLAN AND ZONING CONSISTENCY

The General Plan land use designation for the project site is CC (Community Commercial) and the zoning classification is C-2 PD (Central Business, Planned Development District). The zoning district corresponds with the General Plan land use designation. The proposed project is consistent with the General Plan land use designation and the zoning designation, as boat and RV storage facilities are identified as a permitted land use in the zoning district for this site upon issuance of a Conditional Use Permit by the Planning Commission. In addition, the residence of a caretaker, proprietor, or owner of a permitted use is allowed in the C-2 zoning district, as noted in the Commercial Land Use Table (FMC, Section 17.22.030E). The proposed project will not conflict with any known applicable plans or policies by agencies with jurisdiction over the project. In addition, the proposed project meets all of the development requirements set forth in the Folsom Municipal Code, (Section 17.22.050) including but not limited to building setbacks and building height.

LAND USE COMPATIBILITY

As previously stated, the Folsom Municipal Code dictates that boat and RV Storage facilities are required to obtain approval of a Conditional Use Permit by the Planning Commission to operate within a Central Business, Planned Development District (C-2 PD). In this particular case, the applicant is requesting approval of a Conditional Use Permit to operate a 64,835-square-foot boat and RV Storage facility on a 7.18-acre site located at 7740 and 7760 Folsom-Auburn Road. In order to approve this request for a Conditional Use Permit, the Commission must find that the “establishment, maintenance, or operation of the use or building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the City.”

In reviewing the request for a Conditional Use Permit, staff took into consideration the types of existing land uses in the project vicinity and the proposed project’s compatibility with those land uses. The project site is bounded by a self-storage facility to the north with Folsom-Auburn Road and Hunkle Reservoir beyond, a self-storage facility and retail commercial center to the south with Folsom Dam Road beyond, Folsom-Auburn Road to the east with the American River Education Center and Folsom Lake beyond, and residential duplexes and an outdoor boat and RV storage area to the west with Lakeside Way and a mobile home park beyond. As described above, the project site is situated in an area that contains a wide variety of land uses including commercial, government, and residential development. However, the project setting is primarily commercial in nature including a number of uses that are identical or similar to the proposed land use. In addition, the project site is located directly on a regional arterial roadway (Folsom-Auburn Road) that carries thousands of vehicles on a daily basis, further lending credence to the commercial nature of the project area. Based on the aforementioned factors, staff has determined that the proposed project is consistent with existing land uses in the project area.

In evaluating the proposed project’s compatibility with existing land uses staff considered typical functions associated with storage facilities. In terms of operation, the proposed boat and RV storage facility entails individuals storing and retrieving boats, recreational vehicles, and personal items from within one of the 156 enclosed storage units or from one of the 140 uncovered outdoor storage spaces. Given the general low-use nature of these types of storage facilities, the number of projected daily vehicle trips associated with customers and employees traveling to and from the proposed storage facility is extremely low (60 daily trips). In addition, operation of the facility only requires one employee be present on a daily basis (the employee will be living on-site within the apartment unit). With respect to daily operations, the applicant has proposed hours of operation (office hours of 9:00 a.m. to 5:00 p.m./storage hours of 6:00 a.m. to 10:00 p.m.) that are quite similar to that of the retail and commercial businesses in the project area, further minimizing any potential impacts. Based on the aforementioned information, staff has determined that the proposed project is compatible with existing land uses in the project area. It is important to acknowledge that staff has not received complaints regarding the operation of other commercial businesses in the general project area.

PLANNED DEVELOPMENT PERMIT

The purpose of the Planned Development Permit process is to allow greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations. The Planned Development Permit process is also designed to encourage creative

and efficient uses of land. The applicant’s intent, in this case, is establish a Planned Development Permit to allow for development of a 64,835-square-foot boat and RV storage facility and associated site improvements on the 7.18-acre project site. In reviewing the applicant’s request for approval of a Planned Development Permit, staff considered a variety of factors including development standards, traffic/access/circulation, parking, noise impacts, fencing, site lighting, signage, site landscaping, trash/recycling, grading/drainage, and architecture/design.

Development Standards

The Folsom Municipal Code, (Section 17.13) has established development standards for development within the Central Commercial, Planned Development District relative to rear yard building setbacks, side yard building setbacks, and maximum building height. The follow table outlines the proposed development standards and the required development standards:

Folsom Lake Boat and RV Storage Facility Development Standards Table							
	Lot Area	Lot Width	Building Coverage	Front Yard Setback	Rear Yard Setback	Side Yard Setbacks	Building Height limit
C-2 Standard	NA	NA	NA	NA	12 feet	5 feet	50 feet
Proposed Project	7.18 Acres	640 feet	21%	12 feet	12 feet	40 feet and 200 feet	20 feet and 32 feet

In reviewing the submitted site plan and building elevations, and as shown on the development standards table above, staff has determined that the proposed project meets all of the required development standards established for the C-2 zoning district.

Traffic/Access/Circulation

Existing Roadway Network:

The 7.18-acre project site is located at the southwest corner of the intersection of Folsom-Auburn Road and Folsom Dam Road. Significant roads in the project vicinity include Folsom-Auburn Road, Folsom Dam Road, and Folsom Lake Crossing. Folsom-Auburn Road is a regional four-lane arterial roadway that is generally two lanes in each direction with a posted 45 mph speed limit. Folsom Dam Road is a two-lane local roadway with a posted 25 mph speed limit. Folsom Lake Crossing is a local four-lane arterial roadway that is two lanes in each direction with a posted 45 mph speed limit.

Traffic Impacts:

Utilizing information provided by Institute of Transportation Engineers Trip Generation Manual (ITE, 9th Edition) for storage facility land uses, City staff concluded that the proposed project will result in approximately 60 daily vehicle trips including approximately 6 AM Peak Hour trips and 6 PM Peak Hour trips. Based on the extremely low volume of project-related vehicle trips, staff had determined that the proposed project will not have a significant impact on the level of service (LOS) at any of the street intersections in the project area.

Project Access and On-Site Circulation:

As shown on the submitted site plan, primary vehicle access to the project site is provided by the signalized intersection of Folsom-Auburn Road and Folsom Dam Road. The signal-controlled

intersection of Folsom-Auburn Road and Folsom Dam Way allows for full access into and out of the project site in all directions. Access to the indoor storage units and outdoor storage spaces, which will be controlled by a key-card operated security gate, is provided by an internal drive aisle located to the southwest of the project entrance on Folsom-Auburn Road. Secondary access to the project site, which will also be controlled by a key-card operated security gate, will be accommodated by an emergency vehicle access only driveway located at the northern end of Lakeside Way. Internal vehicle circulation is provided by internal drive aisles located throughout the project site. Pedestrian circulation in and around the project site is facilitated by a combination of proposed walkways and an existing bicycle path located along the west side of Folsom-Auburn Road. Vehicle and pedestrian access to the storage office and visitor parking area is not restricted. However, a key-card operated gate positioned to the east of the office building will provide existing customers secure access to the storage units. In addition, the emergency vehicle access driveway located on Lakeside Way will be secured with key-card operated gate for exclusive use by emergency service responders. Staff has determined that the proposed project provides adequate access and on-site circulation.

Parking

The Folsom Municipal Code does not specifically address parking requirements for boat and RV storage facilities. In the event that parking requirements for a land use are not specified within the Folsom Municipal Code, the number of required parking spaces shall be determined by the Community Development Director. As a result, City staff requested that the project applicant provide staff with parking information pertinent to the boat and RV storage industry. The applicant provided staff with a Parking Survey that evaluated parking demand at four existing boat and RV storage facilities in the region. The Survey indicated that a total of six on-site parking spaces would be required in order to meet to the peak parking demand for the proposed project.

In addition to the aforementioned parking survey, City staff compared the amount of parking provided by the proposed project in relation to parking provided by existing boat and RV storage facilities within the City. Based on this research, staff found that existing boat and RV storage facilities within the City provide between four and eight on-site parking spaces (approximately one parking space per two hundred square feet of office area), which is similar to the quantity (eight parking spaces) of parking being provided by the proposed project. Staff is also not aware of any existing parking issues or concerns at the existing boat and RV facilities within the City.

As shown on the submitted site plan, the proposed project includes eight (8) onsite parking spaces including six (6) visitor parking spaces and two (2) garage parking spaces for the apartment unit. Based on the parking survey provided by the applicant, and the fact that the proposed project is providing a similar amount of parking to previously approved boat and RV storage projects where no concerns have been identified, staff has determined that the proposed project provides sufficient parking by providing eight on-site parking spaces whereas six on-site parking spaces would be required to meet the peak parking demand.

Noise Impacts

An acoustical analysis for the proposed project was performed by Bollard Acoustical Consultants with the purpose of determining potential noise impacts associated with the proposed boat and RV storage facility and if those noise impacts would affect residents living in the adjacent

residential neighborhoods to the west of the project site. Additionally, the analysis compared the quantified noise levels against the applicable City of Folsom noise standards for acceptable noise exposure at residential land uses. Noise sources associated with the proposed project, including on-site parking, vehicle circulation, and mechanical equipment noise were also evaluated in the analysis.

Boat and RV storage facilities are not typically considered to be major noise-generating uses. There would be an increase in noise levels from activities in the parking lot and storage areas, such as vehicles arriving/departing, car doors opening/closing, and people conversing. However, storage facilities do not generate appreciable daily traffic volumes, and noise generated from parking lot and storage area activities would be intermittent throughout the day. The project is expected to generate approximately 60 daily trips to and from the project site. Because cars entering and leaving the project site will, individually, result in brief periods of noise generation, impacts associated with parking lot and storage area movements were assessed relative to the City's noise level standard. The nearest noise-sensitive receivers are approximately 240 feet from the edge of the parking lot and 50 feet from the nearest indoor/outdoor storage area. Because maximum sound levels are generated very briefly by car doors closing and typically don't exceed 65 dB at 50 feet, maximum noise levels associated with parking lot and storage area movements are predicted to be approximately 65 dB or less at the nearest noise-sensitive receivers during daytime or nighttime operations. The predicted level of 65 dB at the nearest residences would satisfy the City's 70 dB daytime and 65 dB nighttime noise level standard without the need for any noise mitigation measures.

The proposed apartment manager's unit is located approximately 100 feet from the nearest existing residences. Based on a sustained sound pressure level of 70 dB at a reference distance of three feet from a typical residential air conditioning unit, the predicted noise level at the nearest residences would be below 40 dB, not accounting for additional shielding by intervening vegetation or topography. In summary, the potential noise impacts at the adjacent residential duplexes and mobile home park from parking lot activity, storage area activity, and from the manager's apartment air conditioning unit would not exceed exterior hourly noise level performance standards as established in the City of Folsom.

Development of the 64,835-square-foot self-storage facility would temporarily increase noise levels in the project vicinity during the construction period, which would take approximately six to nine months. Construction activities, including site clearing, excavation, grading, building construction, and paving, would be considered an intermittent noise impact throughout the construction period of the project. The City's Noise Ordinance excludes construction activities from meeting the General Plan Noise Element standards, provided that all phases of construction are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, 8:00 a.m. and 5:00 p.m. on Saturdays. To ensure compliance with the City's Noise Control Ordinance and General Plan Noise Element, staff recommends that hours of construction operation be limited from 7:00 a.m. to 6:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays with no construction permitted on Sundays or holidays. In addition, staff recommends that construction equipment be muffled and shrouded to minimize noise levels. Condition No. 41 is included to reflect these requirements.

Existing and Proposed Fencing/Walls

The applicant is proposing to install a series of masonry walls and decorative metal fences throughout the project site in order to enclose the project site as well as to minimize potential impacts to adjacent residential land uses. The masonry walls, which range from 10 to 15 feet in height, are proposed to be located along Folsom-Auburn Road and adjacent to the residential land uses along the southern property boundary. The decorative metal fences, which are eight feet in height, are proposed to be located along the northern and southern property boundaries. The design of the masonry walls features concrete masonry units with a decorative trim cap interspersed with pilasters finished with stone veneer. An earth tone color scheme that features four different colors is proposed to be utilized on the masonry walls in order to break up the massing of the walls and to create more visual interest. The design of the metal fences features decorative square metal posts that will be painted black, similar to the metal view fencing found adjacent to open space areas throughout the City. Staff recommends that the final location, height, design, and materials, and colors of the walls, fencing, and retaining walls be to the satisfaction of the Community Development Department. Condition No. 34 is included to reflect this requirement.

Trash/Recycling Enclosure

As shown on the submitted site plan, the proposed project includes a single trash/recycling enclosure that is located within the central portion of the project site at the northern end of Building C. The proposed six-foot-tall trash/recycling enclosure, which measures 20 feet in width by 10 feet in depth, includes a design that features concrete blocks finished with stone veneer, a decorative concrete trim cap, and metal doors. Staff recommends that the final location, orientation, design, materials, and colors of the trash/recycling enclosure is subject to review and approval by the Community Development Department. Condition No. 33 is included to reflect this requirement.

Site Lighting

The applicant is proposing to utilize building-attached lighting for the office/apartment building and for the four storage buildings. No lighting is proposed for the outdoor boat and RV storage area located within the northern portion of the project site. Specific details regarding the design of the aforementioned lights have not been provided by the applicant. To minimize potential lighting-related impacts, staff recommends that all exterior building-attached lighting be shielded and directed downward to minimize glare towards the surrounding properties. In addition, staff recommends that the final design of the building-attached light fixtures be subject to review and approval by the Community Development Department to ensure architectural consistency with the building design. Condition No. 24 is included to reflect these requirements.

Signage

The applicant is proposing to utilize a building-attached wall sign and a freestanding monument sign or provide proper identification for the boat and RV storage facility. Specific details regarding the wall sign and the monument sign have not been provided by the applicant. Staff recommends that the owner/applicant obtain a sign permit and all signage associated with proposed project comply with the requirements established by the Folsom Municipal Code (FMC, Section 17.59, Signs). Condition No. 56 is included to reflect this requirement.

Existing and Proposed Landscaping

The generally rectangular 7.18-acre project site is primarily comprised of disturbed oak woodland, with an understory of sparse vegetation. Vegetation communities identified on the site include annual brome grassland, interior live oak woodland, ruderal vegetation, and Himalayan blackberry brambles. An existing forty-foot-wide landscaped area that includes a bicycle/pedestrian path is located adjacent to the project site along Folsom-Auburn Road.

An Arborist Report prepared for the project found that the project site contains 52 protected native oak trees (oak trees measuring six inches in diameter or larger), including 24 blue oaks and 27 interior live oaks and 1 valley oak. Of the 52 oak trees mentioned above, two oak trees are recommended for removal by the Arborist Report due to compromised health and structural defects. As shown on the submitted landscape plan, the applicant is proposing to preserve 13 oak trees, while removing 39 oak trees to allow for development of the project. In order to offset the loss of the 37 protected oak trees (the two oak trees recommended for removal due to poor health do not require mitigation), the applicant is proposing to submit an oak tree mitigation plan which includes a combination of on-site oak tree mitigation plantings, off-site oak tree mitigation plantings along the project's frontage with Folsom-Auburn Road, and payment of an in-lieu fee. To mitigate the impact to the protected oak trees, staff recommends that the following measures be implemented (Condition No. 45) in accordance with Chapter 12.16 of the Folsom Municipal Code:

- A Tree Permit Application containing an application form, justification statement, site map, preservation program, and arborist's report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Permit prior to commencement of any grading or site improvement activities.
- A Mitigation Plan shall be prepared by the owner/applicant to mitigate for removal of protected trees. Mitigation Plans can include on-site mitigation or off-site mitigation. On-site mitigation can consist of a combination of existing tree preservation and mitigation tree planting based on tree planting requirements. Off-site mitigation can consist of dedication of property for the purpose of planting trees, tree planting based on tree planting requirements, or the payment of an inch-for-inch replacement in-lieu fee, as set by City Council resolution to cover the cost of purchasing mitigation. Mitigation tree planting for approved removal of each protected tree shall be based on the size of each protected tree removed.
- Mitigation for the removal of protected trees may also be in the form of preserving an existing, and sustainable preserve of oaks, subject to the approval of the approving authority. At a minimum, the preserved area must contain diameter inches and tree species equivalent to the inches and species of the protected trees to be removed. The preservation area must be either dedicated to the City, placed in a conservation easement, or some other method accepted by the City Council to ensure preservation of the oak woodland habitat.
- The owner/applicant shall retain a certified arborist for implementation of the project. The Arborist shall be responsible for overseeing onsite tree removal and tree preservation. The owner/applicant shall place high visibility fencing around each

protected tree or group of trees to be preserved onsite to avoid encroachment within the protected zone of protected trees. Fencing shall be installed prior to any construction on-site and shall enclose the entire protected zone. Parking of vehicles, equipment, or storage of materials is prohibited within the protected zone of protected trees with the exception of street trees as outlined in Section 12.16.030 of the City of Folsom Tree Ordinance. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree.

Proposed landscape improvements include a variety of trees, shrubs, and groundcover. Among the proposed trees are Afghan Pine, Blue Redwood, Fruitless Plum, Oracle Oak, Red Sunset Maple, Scarlet Crape Myrtle, and Western Redbud. Proposed shrubs and groundcover include Bearded Iris, Coffee Berry, Creeping Manzanita, Deer Grass, Drift Rose, Germander, Purple Hopseed, Santa Barbara Daisy, Sea Lavender, Silver Coast Rosemary, and Texas Ranger. Staff recommends that the proposed project meet the City's shade requirement by providing 40% shade coverage in the parking lot area within fifteen (15) years. In addition, staff recommends that final landscape plans be subject to review and approval by the Community Development Director. Condition No. 37 is included to reflect these requirements.

Grading and Drainage

The topography of the 7.18-acre project site is sloped downward from the Folsom-Auburn Road boundary toward the southwest at an approximate four percent gradient. The center of the site is located at elevation of approximately 372 feet above sea level. As shown on the submitted grading and drainage plan (Attachment 3), the proposed building pad elevations range from approximately 370 to 377 feet above sea level. To account for the change in grade on the project site, rockery retaining walls (2-11 feet in height) are proposed along northern, southern, and western project boundaries. Staff recommends that the final location, design, and materials of the retaining walls is subject to review and approval by the Community Development Department. Condition No. 34 is included to reflect this requirement. Development of the project site is anticipated to require moderate movement of soils and the compaction of said materials. The applicant will be required to provide a complete geotechnical report before the design of interior roads, outdoor storage areas, parking lot area, and building foundations are finalized. Condition No. 14 is included to reflect this requirement.

Public storm drainage facilities are provided to accommodate runoff for the surrounding residential and commercial uses, although no infrastructure currently exists within the project site. The nearest storm drainage infrastructure is located adjacent to the site, within the Folsom-Auburn Road right-of-way. With respect to onsite drainage improvements, the applicant is proposing to install stormwater quality vaults within the southeast and northwest portions of the project site respectively. A small swale is also proposed along the western property boundary to divert off-site runoff from the rockery retaining wall. The aforementioned conveyance systems are proposed to discharge drainage into an existing natural aboveground basin located to the south of the project site and into an existing stormwater line located in Lakeside Way. Staff recommends the storm drain improvement plans provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board. Condition No. 27 is included to reflect this requirement.

Architecture/Design

As described previously within this report, the proposed Folsom Lake Boat and RV Storage project, which includes development of a two-story office/apartment building and four single-story storage buildings, features a contemporary design that could be considered relatively “upscale” when you consider the nature of the proposed land use. The proposed two-story office/apartment building is highlighted by a number of distinct architectural elements including: varied roof heights, altered building shapes and forms, a centralized entry, and cornices, and metal awnings. Primary building materials associated with the office/apartment building include textured stucco, stone veneer, stucco cornice elements, and an aluminum door and window system. The color scheme for the proposed office/apartment building features an off-white primary color accented with earth tone colors.

As mentioned above, the proposed project also includes construction of four, single-single-story storage buildings. The design of the four storage buildings has been enhanced through the use of building off-sets, varied wall heights, decorative stone pilasters, attached landscape planters, and decorative metal vine trellises. Primary building materials associated with the storage buildings include textured concrete masonry blocks, stone veneer pilasters, metal roofing, metal roll-up doors, metal transoms, decorative metal vine trellises, and granite boulder planters. The color scheme for the proposed storage buildings features the use of four primary earth tone colors that are beige to brown (Familiar Beige, French Roast, Sands of Time, and Toa) in nature.

Based on the subject site’s prominent location at the northern gateway to the City on Folsom-Auburn Road, staff worked closely with the project applicant to ensure that the proposed buildings reflected the high quality of design that is expected in Folsom. While there are no specific design standards in place for the subject property, staff recommended to the applicant that they follow the following general design guidelines:

- Buildings should express visual interest on all four elevations.
- Building forms should be of simple geometry with traditional rectangular forms most appropriate.
- Recesses that create interplay of light and shadow, covered walkways, colonnades, arcades, and openings that create interest are encouraged.
- Natural building materials including brick, stone, and wood are encouraged.
- The predominant color scheme should be earth tone in nature, although vibrant secondary colors are encouraged to add visual interest.

As recommended by the aforementioned design guidelines, the proposed project features rectangular building designs with various geometric shapes and forms that create depth and break up the massing of the storage buildings. The proposed buildings also provides a certain degree of articulation through the use of varied roof heights, varied roof forms, building off-sets, and decorative architectural elements. As encouraged by the above-referenced design principles, the proposed project creates visual interest on all four building elevations through the use of cornices, pilasters, trellises, and attached landscape planters. The proposed project includes a

moderate amount of natural building material through the prevalent use of stone veneer. Lastly, the proposed project utilizes an earth tone color palate that will allow the buildings to blend with natural setting of the overall project site, which includes a fair number of oak trees. Based on the previously mentioned factors, staff has determined that the proposed project is complimentary to surrounding development and the natural setting of the project area. Staff recommends approval of the applicant's design with the following conditions:

1. This approval is for a two-story, 2,279-square-foot office/apartment building and four, two-story storage buildings associated with the Folsom Lake Boat and RV Storage project. The applicant shall submit building plans that comply with this approval and the attached building elevations dated June 21, 2017.
2. The design, materials, and colors of the proposed Folsom Lake Boat and RV Storage buildings shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department.
3. All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings to the satisfaction of the Community Development Department.
4. All lighting shall be designed to be screened and directed downward onto the project site and away from adjacent properties and public rights-of-way to the satisfaction of the Community Development Department.
5. The metal roll-up doors shall be painted an earth tone color compatible with the primary building color to the satisfaction of the Community Development Department.

These recommendations are included in the conditions of approval (Condition No. 32) presented for consideration by the Planning Commission.

ENERGY AND WATER CONSERVATION

To reduce impacts in terms of energy and water consumption, the proposed project is required to meet the 2014 Title 24 Building Envelope Energy Efficiency Standards. The project will be allowed to achieve this performance standard through a combination of measures to reduce energy use for heating, cooling, water heating and ventilation. Because energy use for each different system type (i.e., heating, cooling, water heating, and ventilation) as well as appliances is defined, this method will also easily allow for application of individual measures aimed at reducing the energy use of these devices in a prescriptive manner.

In an effort to address water conservation, the proposed project includes a number of measures aimed at reducing on-site water usage. The proposed project will be designed to achieve an overall water efficient landscape rating utilizing primarily low water use plant materials. The concepts of utilizing plant materials that are compatible in their water use requirements together within the same irrigation zones are to be applied with all planting and irrigation design. In addition, all proposed landscape areas will have automatically controlled irrigation systems that incorporate the use of spray, subsurface in-line emitters, and other high efficiency drip-type systems. To further ensure water conservation is being achieved, the proposed project is required to comply with all State and local rules, regulations, Governor's Declarations, and

restrictions including but not limited to: Executive Order B-29-15 issued by the Governor of California on December 1, 2015 relative to water usage and conservation, requirements relative to water usage and conservation established by the State Water Resources Control Board, and water usage and conservation requirements established within the Folsom Municipal Code, (Section 13.26 Water Conservation), or amended from time to time. Condition No. 37 is included to reflect these requirements.

PUBLIC OUTREACH

In an effort to inform and educate the public regarding the specific details of the proposed project, the applicant engaged nearby residents and business owners. On April 3, 2018, the applicant hosted a neighborhood outreach event at the Superior Self Storage Facility adjacent to the project site. The outreach event was attended by three residents including a couple who lives on Lakeside Way and a representative for the nearby Pinebrook Mobile Home Park. None of the residents at the outreach event had concerns or objections to the proposed project. One of the residents did express concern regarding historic water flows at the southern end of the project site where the natural drainage basin is located. City staff has reviewed the grading and drainage plan that the applicant has provided and believe that it adequately address any potential stormwater and drainage issues. In addition, the applicant will be required to submit a formal drainage analysis for review by City staff prior to approval of the improvement plans.

ENVIRONMENTAL REVIEW

An Initial Study and Mitigated Negative Declaration (Attachment 9) has been prepared for the project in accordance with the California Environmental Quality Act (CEQA) and determined that with the proposed mitigations, the project will not have a significant effect on the environment. The Mitigated Negative Declaration has been prepared and noticed for public comment on the project, and mitigation measures have been included as Conditions of Approval. The record of proceedings (Initial Study and Mitigated Negative Declaration) have been made available at the City of Folsom Planning Counter located at 50 Natoma Street and on the City's website at www.folsom.ca.us. To date, no written comments have been received from the public during the Mitigated Negative Declaration public review period which expires on April 16, 2018.

RECOMMENDATION/PLANNING COMMISSION ACTION

MOVE TO ADOPT THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM PREPARED FOR THE FOLSOM LAKE BOAT AND RV STORAGE PROJECT (PN 16-386) PER ATTACHMENT 9;

AND

MOVE TO APPROVE THE PLANNED DEVELOPMENT PERMIT FOR DEVELOPMENT OF THE FOLSOM LAKE BOAT AND RV STORAGE PROJECT, WHICH INCLUDES DEVELOPMENT OF A 2,279-SQUARE-FOOT OFFICE/APARTMENT BUILDING AND FOUR SELF-STORAGE BUILDINGS TOTALING 62,556 SQUARE FEET AND ASSOCIATED SITE IMPROVEMENTS ON A 7.18-ACRE SITE LOCATED AT 7740 AND 7760 FOLSOM-AUBURN ROAD AS ILLUSTRATED ON ATTACHMENTS 2 THROUGH 8;

AND

- J. THE PHYSICAL, FUNCTIONAL AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- K. THERE ARE AVAILABLE PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THIS PROPOSAL.
- L. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS, AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION, INCLUDING INGRESS AND EGRESS.
- M. THE PROPOSED PROJECT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN THE VICINITY OF THE PROJECT SITE, AND THE CITY AS A WHOLE.
- N. ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICES AND EMERGENCY PUBLIC SAFETY SERVICES TO THE DEVELOPMENT.
- O. AS CONDITIONED, THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

CONDITIONAL USE PERMIT FINDING

- P. THE ESTABLISHMENT, MAINTENANCE, OR OPERATION OF THE USE OR BUILDING APPLIED FOR WILL NOT, UNDER THE CIRCUMSTANCES OF THE PARTICULAR CASE, BE DETRIMENTAL TO THE HEALTH, SAFETY, PEACE, MORALS, COMFORT AND GENERAL WELFARE OF PERSONS RESIDING OR WORKING IN THE NEIGHBORHOOD OF SUCH PROPOSED USE, OR BE DETRIMENTAL OR INJURIOUS TO PROPERTY AND IMPROVEMENTS IN THE NEIGHBORHOOD, OR TO THE GENERAL WELFARE OF THE CITY BECAUSE, AS CONDITIONED, THE PROPOSED LAND USE WILL NOT HAVE A NEGATIVE IMPACT.

Submitted.



PAM JOHNS

Community Development Director

CONDITIONS

See attached tables of conditions for which the following legend applies.

RESPONSIBLE DEPARTMENT		WHEN REQUIRED	
CD	Community Development	I	Prior to approval of Improvement Plans
P	Planning Division	M	Prior to approval of Final Map
(P)	Engineering Division	B	Prior to issuance of first Building Permit
(E)	Building Division	O	Prior to approval of Occupancy Permit
(B)	Fire Division	G	Prior to issuance of Grading Permit
(F)			
PW	Public Works Department	DC	During construction
PR	Park and Recreation Department	OG	On-going requirement
PD	Police Department		

CONDITIONS OF APPROVAL FOR FOLSOM LAKE BOAT AND RV STORAGE PLANNED DEVELOPMENT PERMIT AND CONDITIONAL USE PERMIT (PN 16-386) 7700 FOLSOM-AUBURN ROAD			
Mitigation Measure		When Required	Responsible Department
1.	<p>The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Site Plan, dated June 21, 2017 • Preliminary Grading and Drainage Plan, dated June 26, 2017 • Preliminary Utility Plan, dated June 26, 2017 • Preliminary Landscape Plan, dated June 28, 2017 • Building Elevations and Floor Plans, dated June 21, 2017 • Color Building Elevations, dated June 21, 2014 • Color and Materials Board <p>This project approval is for the Folsom Lake Boat and RV Storage Planned Development Permit and Conditional Use Permit project, which includes development of a 64,835-square-foot boat and RV storage facility and associated site improvements on a 7.18-acre site located at 7740 and 7760 Folsom-Auburn Road as shown on the above-referenced plans. Modifications may be made to the above-referenced plans to respond to site-specific conditions of approval as set forth herein.</p>	B	CD (P)(E)
2.	<p>Building plans, and all civil engineering and landscape plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	I, B	CD (P)(E)(B)
3.	<p>The project approvals granted under this staff report (Planned Development Permit, and Conditional Use Permit) shall remain in effect for two years from final date of approval (April 18, 2020). Failure to obtain a building permit within this time period, without the subsequent extension of this Planned Development Permit and Conditional Use Permit, shall result in the termination of this Planned Development and Conditional Use Permit approval.</p>	B	CD (P)

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Mitigation Measure		When Required	Responsible Department
4.	<p>If the Community Development Director finds evidence that conditions of approval for the Folsom Lake Boat and RV Storage Facility project have not been fulfilled or that the use has resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Conditional Use Permit may be subject to review, modification, or revocation by the Planning Commission. In addition, in the event that the Community Development Director finds that the Folsom Lake Boat and RV Storage Facility project results in adverse noise-related impacts on nearby properties, the Conditional Use Permit may be subject to review, modification, or revocation by the Planning Commission</p>	OG	CD (P)
5.	<p>The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD

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Mitigation Measure		When Required	Responsible Department
6.	<p>✓</p> <p>The owner/applicant shall be required to participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Mitigated Negative Declaration prepared for this project have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified with a check mark (✓) in the mitigation measure column.</p>	G, I	CD (P)
DEVELOPMENT COSTS AND FEE REQUIREMENTS			
7.	<p>The owner/applicant shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.</p>	I, B	CD (P)(E)
8.	<p>The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the applicant shall reimburse the City for all outside legal fees and costs incurred by the City for such services. The applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	I	CD (P)(E)
9.	<p>If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the applicant shall reimburse the City for actual costs it incurs in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	I	CD (P)(E)

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Mitigation Measure		When Required	Responsible Department
10.	This project shall be subject to all City-wide development impact fees, unless exempt by previous agreement. This project shall be subject to all Citywide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, fees for fire protection, park facilities, park equipment, Quimby, Humbug-Willow Creek Parkway, Light Rail, TSM, capital facilities and traffic impacts. The 90-day protest period for all fees, dedications, reservations or other exactions imposed on this project has begun. The fees shall be calculated at the fee rate in effect at the time of building permit issuance.	B	CD (P)(E), PW, PK
11.	If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	B	CD (E)
12.	The project is subject to the Housing Trust Fund Ordinance, unless exempt by a previous agreement.	B	CD (P)
13.	The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	B	CD (P)
SITE DEVELOPMENT REQUIREMENTS			
14.	Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.	G, B	CD (E)
15.	Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I, B	CD (P)(E)

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Mitigation Measure	When Required	Responsible Department
16. The applicant/owner shall submit water, sewer and drainage studies to the satisfaction of the Community Development Department and provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the current edition of the City of Folsom <u>Standard Construction Specifications</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I	CD (E)
17. The improvement plans for the required public and private improvements shall be reviewed and approved by the Community Development Department prior to issuance of a building permit for the project.	B	CD(E)
18. The required public and private improvements including landscape and irrigation improvements for the project shall be completed and accepted by the Community Development Department prior to issuance of a Certificate of Occupancy for the project.	O	CD(E)
19. The on-site water and sewer systems shall be privately owned and maintained. The fire protection system shall be separate from the domestic water system. The fire system shall be constructed to meet the National Fire Protection Association Standard 24. The domestic water and irrigation system shall be metered per City of Folsom <u>Standard Construction Specifications</u> .	I	CD(E)
20. Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	B	CD (E)
21. The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.).	I	CD (P)(E)
22. The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	O	CD (E)
23. For any improvements constructed on private property that are not under ownership or control of the owner/applicant, a right-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City prior to issuance of a grading permit and/or approval of improvement plans.	G, I	CD (E)

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Mitigation Measure		When Required	Responsible Department
24.	Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. The exterior building-attached lighting will be required to achieve energy efficient standards by installing high-intensity discharge (mercury vapor, high pressure sodium, or similar) lamps. Lighting shall be equipped with a timer or photo condenser. All lighting shall be designed to be screened and directed downward onto the project site and away from adjacent properties and public rights-of-way. In addition, the final design of the building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure architectural consistency with the building design.	I, B	CD (P)
25.	The owner/applicant shall obtain permission (permit, letter, agreement, etc.) from all applicable public utility companies (SMUD, PG&E, WAPA, etc.) in a form acceptable to the Community Development Department for construction-related activities proposed within the existing public utility easements.	I	CD (E)
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS			
26.	The owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	G, I, B	CD (E)
27.	The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board. These facilities shall be constructed concurrent with construction of grading and the initial public improvements and shall be completed prior to final occupancy of the building.	G, I, B, O	CD (E)

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	Mitigation Measure		When Required	Responsible Department
28.		<p>Prior to the approval of the final facilities design and the initiation of construction activities, the applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation, and shall comply with all updated City standards.</p>	G, I	CD (E)

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Mitigation Measure		When Required	Responsible Department
29. ✓	<p>Prior to the initiation of grading, the project owner/applicant shall submit Permit Registration Documents (PRD) for the Construction General Permit Order 2009-0009-DWQ to the State Water Resources Control Board, and comply with, and implement, all requirements of the permit. A Legally Responsible Person (LRP) shall electronically submit PRDs prior to commencement of construction activities in the Storm Water Multi-Application Report Tracking System. PRDs consist of the Notice of Intent, Risk Assessment, Post-Construction Calculations, a Site Map, the Storm Water Pollution Prevention Plan (SWPPP), a signed certification statement by the LRP, and the first annual fee. Following submittal of a Notice of Intent package and development of a SWPPP in accordance with the Construction General Permit, the applicant will receive a Waste Discharge Identification Number from the SWRCB. All requirements of the site-specific SWPPP, including any revisions, shall be included in construction documents and must be available on site for the duration of the project. As required by regulations implementing the Construction Stormwater Permit, the SWPPP shall include:</p> <ul style="list-style-type: none"> • Specific and detailed Best Management Practices (BMP) to mitigate construction related pollutants, including sediments. These controls would include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricant, paints, solvents, and adhesives) with stormwater. The SWPPP would specify properly designed centralized storage areas that keep these materials out of the rain and/or protected from the wind. • Dust control BMPs for the stabilization of exposed surfaces and to minimize activities that suspend or track dust particles. For heavily traveled and disturbed areas, wet suppression (watering), chemical dust suppression, gravel or asphalt surfacing, temporary gravel construction entrances, equipment wash-out areas, and haul truck covers can be employed as dust control applications. Permanent or temporary vegetation and mulching, and sand fences can be employed to prevent sediment-laden stormwater from reaching receiving waters, or to force stormwater to drop their sediment load on-site. 	G, I, B	CD (E)

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	Mitigation Measure	When Required	Responsible Department
30.	<p align="center">✓</p> <p>The SWPPP is required to specify a monitoring program to be implemented by the construction site supervisor. SWRCB personnel, who may make unannounced site inspections, are empowered to levy appropriate fines if it is determined that the SWPPP has not been properly prepared and implemented.</p>	G, I, B	CD (E)
31.	<p align="center">✓</p> <p>Prior to the issuance of any grading or building permit, the owner/applicant shall prepare and implement a City-reviewed and approved engineered stormwater treatment and management plan consistent with the requirements of Folsom Municipal Code Chapters 8.70, Stormwater Management and Discharge Control, and 14.29, Grading, Sections 14.29.320 through 14.29.322. The treatment and management plan shall consider the cumulative effects of all dischargers to the natural receiving basin, including the capacity of the basin and basin discharges to any other stormwater facilities. The Plan shall be written so that its implementation ensures that the quality of all discharged stormwater meets NPDES requirements, limits the rate at which stormwater can be discharged from the site to that occurring under pre-project conditions, and ensures that receiving waters have sufficient capacity to accommodate stormwater generated by the project and all other land uses tributary to the natural basin.</p>	G, I, B	CD (E)

ARCHITECTURE/DESIGN REQUIREMENTS

32.	<p>The project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for a two-story, 2,279-square-foot office/apartment building and four, two-story storage buildings associated with the Folsom Lake Boat and RV Storage project. The applicant shall submit building plans that comply with this approval and the attached building elevations dated June 21, 2017. 2. The design, materials, and colors of the proposed Folsom Lake Boat and RV Storage buildings shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings to the satisfaction of the Community Development Department. 4. All lighting shall be designed to be screened and directed downward onto the project site and away from adjacent properties and public rights-of-way to the satisfaction of the Community Development Department. 5. The metal roll-up doors shall be painted an earth tone color compatible with the primary building color to the satisfaction of the Community Development Department. 	I, B	CD (P)
33.	The final location, orientation, design, materials, and colors of the trash/recycling enclosure shall be subject to review and approval by the Community Development Department.	I, B	CD (E)(P)
34.	The final location, height, design, materials, and colors of the walls, fencing, and retaining walls is subject to review and approval by the Community Development Department.	I, B	CD (E)(P)
TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS			
35.	The owner/applicant shall provide 8 on-site parking spaces including 6 uncovered visitor parking spaces and 2 garage parking spaces for the apartment unit.	I, B	CD (E)(P)

LANDSCAPE/TREE PRESERVATION REQUIREMENTS

36.	<p>The owner/applicant shall be responsible for on-site landscape maintenance throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or planting shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.</p>	B	CD (P)(E)
37.	<p>Final landscape plans and specifications for site development shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of improvement plans. Said plans shall include all on-site landscape specifications and details, and shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping. Landscaping of the parking area shall meet shade requirements as outlined in the Folsom Municipal Code Chapter 17.57. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time Owner Applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, sign visibility, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period.</p>	I, B	CD (P)(E)

CULTURAL RESOURCE REQUIREMENTS

38.	<p>✓</p> <p>If any archaeological, cultural, historical resources, artifacts, or other features are discovered during the course of construction anywhere on the project site, work shall be suspended in that location until a qualified professional archaeologist assesses the significance of the discovery and provides consultation with staff, the Folsom Historical Society, and the Heritage Preservation League. Appropriate mitigation, as recommended by the archaeologist, shall be implemented. If agreement cannot be reached, the Planning Commission shall determine the appropriate implementation measure.</p>	G, I	CD (P)(E)
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39.	✓	<p>In the event human remains are discovered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code 5097.98. If the coroner determines that no investigation of the cause of death is required and if the remains are of Native American Origin, the coroner will notify the Native American Heritage Commission, which in turn will inform a most likely decedent. The decedent will then recommend to the landowner or landowner's representative appropriate disposition of the remains and any grave goods.</p>	G, I	CD (P)(E)
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AIR QUALITY REQUIREMENTS

40.	<p>Control of fugitive dust is required by District Rule 403 and enforced by SMAQMD staff. The owner/applicant shall implement the following measures as identified by the SMAQMD:</p> <ul style="list-style-type: none"> • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. 	✓	G, I, B	CD (P)(E)(B)
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NOISE REQUIREMENTS

41.	<p>Due to the proximity of sensitive receptors to the project site, all construction activities shall be required to comply with the following:</p> <ul style="list-style-type: none"> • Construction is prohibited on Sunday. Construction Hours/Scheduling: Project construction shall be limited to the hours of 7 a.m. to 6 p.m. on any day except Saturday or Sunday, and between 8 a.m. and 5 p.m. on Saturday. Construction is prohibited on Sunday and holidays. • Construction Equipment Mufflers and Maintenance: All construction equipment powered by internal combustion engines shall be properly muffled and maintained. • Idling Prohibitions: All equipment and vehicles shall be turned off when not in use. Unnecessary idling of internal combustion engines shall be prohibited. • Equipment Location and Shielding: All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from the adjacent homes. • Staging and Equipment Storage: The equipment storage location shall be sited as far as possible from nearby sensitive receptors. 	<p align="center">G, I, B</p>	<p align="center">CD (P)(E)</p>
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BIOLOGICAL RESOURCE REQUIREMENTS

42.	✓	<p>The owner/applicant shall schedule vegetation removal and ground-clearing activities prior to the initiation of nesting activity (March) or after fledging (August). If this is not possible, the owner/applicant shall conduct pre-construction surveys between March 1 and August 15 in potential nesting habitat to identify nest sites. If an active raptor nest is observed within 500 feet of the project site, contact CDFW for guidance and/or establish a 500-foot buffer around the nest tree. If a passerine bird nest is observed during surveys, a 100-foot buffer around the nest will be established or consultation with CDFW should be conducted for a reduced buffer zone based on nesting phenology, site conditions, and recommendation(s) of a biological monitor. Construction activities in the buffer zone shall be prohibited until the young have fledged.</p>	G, I,	CD (P)(E)
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43.	<p>Removal and transplantation of blue elderberry shrubs for construction of the Folsom Lake Boat and RV Storage Project will require consultation with the USFWS. Mitigation for the loss of VELB habitat on the site shall be consistent with mitigation guidelines outlined in The Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle and shall include the following:</p> <ul style="list-style-type: none"> • A qualified biologist shall conduct exit hole surveys consistent with guidelines in The Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle to determine occupancy of the shrubs onsite by the VELB. • In the absence of exit holes, the qualified biologist shall conduct additional analysis to determine if there is a riparian area, elderberry shrubs, or known VELB records within 800 meters (2,526 feet) of the proposed project. Additionally, the biologist shall assess whether the site was continuous with a historical riparian corridor. • If elderberry shrubs are determined to be occupied by the VELB, impacts to individual shrubs in non-riparian habitat shall be mitigated through transplantation of the shrub and 1:1 compensatory mitigation. Compensatory mitigation can be accomplished through the purchase of credits at a Service-approved mitigation bank, applicant provided on-site mitigation, or applicant provided off-site mitigation. Shrub transplantation and compensatory mitigation shall be consistent with guidelines provided in The Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle and approved by the USFWS. • The owner/applicant shall consult with USFWS prior to implementation of the project to obtain all required state and federal permits and authorizations for potential impact to listed species. 	G, I,	CD (P)(E)
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44.	✓	<p>A jurisdictional delineation of Waters of the United States on the project site shall be completed to confirm the limits of jurisdictional areas and potential project impacts. The delineation shall be verified by the Corps. The verified delineation will provide the applicant with the impact acreage necessary for preparing a Waters of the United States /Wetland Mitigation Plan and/or permit application if impacts to jurisdictional areas cannot be avoided.</p> <p>If project impacts to federal and state jurisdictional areas are identified, the owner/applicant shall obtain all necessary permits for impacts to Waters of the United States and wetlands from the Corps and Regional Water Quality Control Board (RWQCB) and/or for impacts to the Streambed from California Department of Fish and Wildlife (CDFW) prior to project implementation. The project must comply with all permit conditions. Compensatory mitigation must be consistent with the regulatory agency standards pertaining to mitigation type, location, and ratios, but will be accomplished with a minimum of 1:1 replacement ratio.</p> <p>If compensatory mitigation is needed, the owner/applicant may satisfy all or a portion of Waters of the United States and wetlands mitigation through the purchase of “credits” at a mitigation bank approved by the Corps, RWQCB, and/or CDFW for compensatory mitigation of impacts to hydrologically similar Waters of the United States, or through other means, such as on- or off-site wetland creation, conservation easement, contribution to approved in-lieu habitat fund, etc. The mitigation plan must be approved by the permitting agencies.</p>	G, I,	CD (P)(E)
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45.

The owner/applicant shall obtain a tree removal permit and mitigate for removal of protected and heritage trees in accordance with Chapter 12.16 of the City of Folsom Municipal Code for Tree Preservation. This shall include the following:

- A Tree Permit Application containing an application form, justification statement, site map, preservation program, and arborist's report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Permit prior to commencement of any grading or site improvement activities.
- A Mitigation Plan shall be prepared by the owner/applicant to mitigate for removal of protected trees. Mitigation Plans can include on-site mitigation or off-site mitigation. On-site mitigation can consist of a combination of existing tree preservation and mitigation tree planting based on tree planting requirements. Off-site mitigation can consist of dedication of property for the purpose of planting trees, tree planting based on tree planting requirements, or the payment of an inch-for-inch replacement in-lieu fee, as set by City Council resolution to cover the cost of purchasing mitigation. Mitigation tree planting for approved removal of each protected tree shall be based on the size of each protected tree removed.
- Mitigation for the removal of protected trees may also be in the form of preserving an existing, and sustainable preserve of oaks, subject to the approval of the approving authority. At a minimum, the preserved area must contain diameter inches and tree species equivalent to the inches and species of the protected trees to be removed. The preservation area must be either dedicated to the City, placed in a conservation easement, or some other method accepted by the City Council to ensure preservation of the oak woodland habitat.
- The owner/applicant shall retain a certified arborist for implementation of the project. The Arborist shall be responsible for overseeing onsite tree removal and tree preservation. The owner/applicant shall place high visibility fencing around each protected tree or group of trees to be preserved onsite to avoid encroachment within the protected zone of protected trees. Fencing shall be installed prior to any construction on-site and shall enclose the entire protected zone. Parking of vehicles, equipment, or storage of materials is prohibited within the protected zone of protected trees with the exception of street trees as outlined in Section 12.16.030 of the City of Folsom Tree Ordinance. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree. **18**

✓

G, I,

CD (P)(E)

GRADING REQUIREMENTS

46.		<p>The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling or removal of each that meet all applicable health, safety, and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City.</p>	G, I	CD (E)
47.		<p>Prior to the approval of the final facilities design and the initiation of construction activities, the applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation, and shall comply with all updated City standards.</p>	G, I	CD (E)

OTHER AGENCY REQUIREMENT			
48.	The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review and approval of any grading or improvement plan.	G, I	CD (P)(E)
FIRE DEPARTMENT REQUIREMENTS			
49.	The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved by the Fire Marshal.	I	FD
50.	Prior to the issuance of any improvement plans or building permits, the Community Development and Fire Departments shall review and approve all detailed design plans for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features.	I, B	FD
ENVIRONMENTAL AND WATER RESOURCE REQUIREMENTS			
51.	The owner/applicant shall be subject to all requirements established by Folsom Municipal Code (FMC, Chapter 17.26, Water Conservation) relative to water conservation.	I, OG	EWR, CD (E)
UTILITY AND SERVICE REQUIREMENTS			
52.	✓ Prior to issuance of a building permit, the owner/applicant or any successor in interest, shall submit a landscaping plan to the City of Folsom that would result in the use of only native or other low water use plants that would be irrigated using only drip or microspray systems.	G, I	CD (E)
53.	✓ Potable water shall not be used to wash sidewalks and driveways.	G, I	CD (E)
54.	✓ If generally required by the City, ultra-low water use appliances shall be installed in the onsite apartment and office, and the project will comply with any other applicable water conservation measures adopted by the City.	G, I	CD (E)

POLICE/SECURITY REQUIREMENT		
		G, I, B
55.	<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be required:</p> <ul style="list-style-type: none"> • A security guard shall be on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. (This requirement shall be included on the approved construction drawings). • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	PD
MISCELLANEOUS REQUIREMENTS		
56.	<p>The owner/applicant shall obtain a sign permit subject to review and approval by the Community Development Department for any future signs. In addition, all signage (wall-mounted signage and monument signs) shall comply with the requirements of the Folsom Municipal Code (FMC, Section 17.59, Signs)</p>	B CD (P)

Attachment 1

Vicinity Map

Vicinity Map



CITY OF
FOLSOM



Attachment 2

Site Plan, dated June 21, 2017

SHEET INDEX

- 1. SITE PLAN
- 2. A, B, & D FLOOR PLANS
- 3. C, E, & F FLOOR PLANS
- 4. A, B, C, & D ELEVATIONS
- 5. A, B, & D ELEVATIONS
- 6. C, E, & F ELEVATIONS
- 7. SITE SECTION / SITE WALLS
- 8. GRADING DRAINAGE PLAN
- 9. LANDSCAPE FINISHING CONCEPT

PROJECT DATA

ADDRESS: 7740 PARCEL 1) 01037756 (PARCEL 2)
 FOLSOM-AUBURN ROAD
 AP NUMBERS: 2270030020 (PARCEL 1)
 2270030021 (PARCEL 2)
 SITE AREA: 4.57 ACRES (PARCEL 1) 0.94
 2.61 ACRES (PARCEL 2)
 ZONING: C-18 ACRES (TOTAL)
 GENERAL PLAN: COMMUNITY COMMERCIAL

FOLSOM-AUBURN ROAD



LANDOWNER

DAVID CINDEI
 4120 DOLICLAS ROAD # 364 524
 GRANITE BAY CA 95746
 PHONE (916) 786-8162
 E-MAIL davidcindei@carstoragegroup.com

APPLICANT

DAVID CINDEI
 4120 DOLICLAS ROAD # 364 524
 GRANITE BAY CA 95746
 PHONE (916) 786-8162
 E-MAIL davidcindei@carstoragegroup.com

ARCHITECT

AREE L VALLI
 ARCHITECTURAL GROUP
 2740 WILLOW AVE. SUITE 205
 MISSION VILLO CA 92691
 PHONE 949 813 4191
 E-MAIL aree@aree.com

CIVIL ENGINEER

DAVID SACON
 CIVIL ENGINEERS, INC
 905 SUTTER STREET, SUITE 200
 FOLSOM, CA 95630
 PHONE 916 308 3040
 E-MAIL dsacon@civilengineers.com

LANDSCAPE ARCHITECT

SCOTT VOLLMER
 DESIGN INC
 1717 SPRUCE LANE
 DAVIS CA 95616
 PHONE 530 792 7995
 E-MAIL svollmer@scottvol.com

BUILDING AREAS

(A) ENCLOSED V. & BOAT PARKING	8,627 SQ FT
(B) ENCLOSED R V PARKING	18,074 SQ FT
(C) ENCLOSED R V PARKING	23,495 SQ FT
(D) STANDARD SELF STORAGE	12,369 SQ FT
SUB TOTAL	62,565 SQ FT
OFFICE APPROPRIATE	2,279 SQ FT
PROJECT TOTAL	64,843 SQ FT

VICINITY MAP



SHEET INDEX

- 1. SITE PLAN
- 2. A, B, & D FLOOR PLANS
- 3. C & E FLOOR PLANS
- 4. OFFICE & APARTMENT
- 5. A & B ELEVATIONS
- 6. C & E ELEVATIONS
- 7. SITE SECTION / SIDE WALLS
- C1- GRADING DRAINAGE PLAN
- C2- PRELIMINARY UTILITY PLAN
- U1- LANDSCAPE PLANNING CONCEPT

PROJECT DATA

ADDRESS: 7876 (PARCEL 1) and 7750 (PARCEL 2)
 FOLSOM, CA 95630
 AP NUMBERS: 227-0380-020 (PARCEL 1)
 and 227-0380-021 (PARCEL 2)
 SITE AREA: 4.57 ACRES (PARCEL 1) and
 7.18 ACRES (PARCEL 2)
 ZONING: C-220
 GENERAL PLAN: COMMUNITY COMMERCIAL

LANDOWNER

DAVID WARE
 FOLSOM LAKE BOAT AND RV STORAGE LLC
 4120 DOUGLAS BLVD # 304-524
 GRANITE BAY, CA 95746
 PHONE: (916) 768-6160
 E-MAIL: david@supernationstoragegroup.com

APPLICANT

DAVID WARE
 FOLSOM LAKE BOAT AND RV STORAGE LLC
 4120 DOUGLAS BLVD # 304-524
 GRANITE BAY, CA 95746
 PHONE: (916) 768-6160
 E-MAIL: david@supernationstoragegroup.com

ARCHITECT

WELL VALLI ARCHITECTURAL GROUP
 27405 PIPIRIYA REAL - SUITE 205
 MISSION VIEJO, CA 92909
 PHONE: 949.813.4191
 E-MAIL: well@wvagr.com

CIVIL ENGINEER

DAVID SACKS
 P.E. & ENGINEER, INC.
 905 SUTTER STREET, SUITE 200
 FOLSOM, CA 95630
 PHONE: 916.366.3000
 E-MAIL: dsacks@engineers.com

LANDSCAPE ARCHITECT

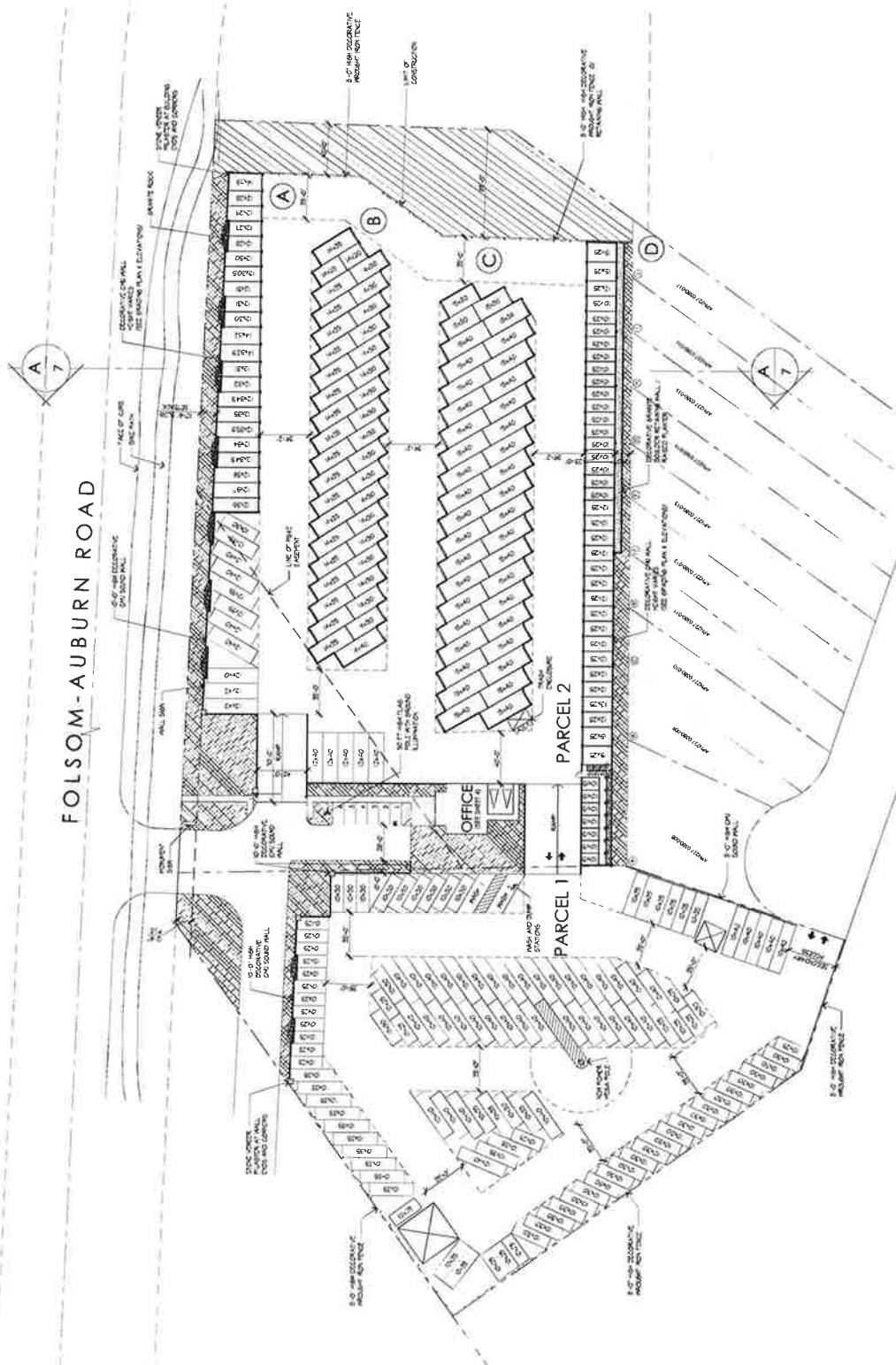
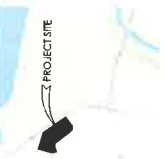
SCOTT VOLMER
 DESIGN REGION, INC.
 1219 SPRUCE LAKE
 DAVIS, CA 95616
 PHONE: 530-792-7055
 E-MAIL: svolmer@designregion.com

BUILDING AREAS

- (A) ENCLOSED R.V. & BOAT PARKING 8,627 SQ. FT.
 - (B) ENCLOSED R.V. PARKING 19,074 SQ. FT.
 - (C) ENCLOSED R.V. PARKING 23,493 SQ. FT.
 - (D) STANDARD SELF STORAGE 12,362 SQ. FT.
- SUB-TOTAL 64,556 SQ. FT.
 OFFICE / APARTMENT 2,279 SQ. FT.
 PROJECT TOTAL 66,835 SQ. FT.

- LANDSCAPE AREA
- ENVIRONMENTALLY SENSITIVE AREA
- IND CONSTRUCTION

VICINITY MAP



FOLSOM LAKE BOAT & RV STORAGE
 FOLSOM, CA

SCALE: 1" = 40'-0"



06/27/2017
 2018-19



Attachment 3

**Preliminary Grading and Drainage Plan
Dated June 26, 2017**

NO.	REVISION DESCRIPTION	CHECKED BY	DATE

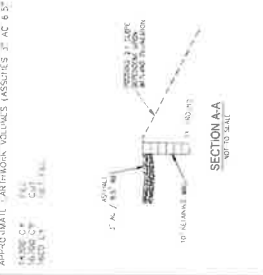
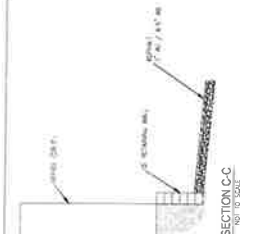
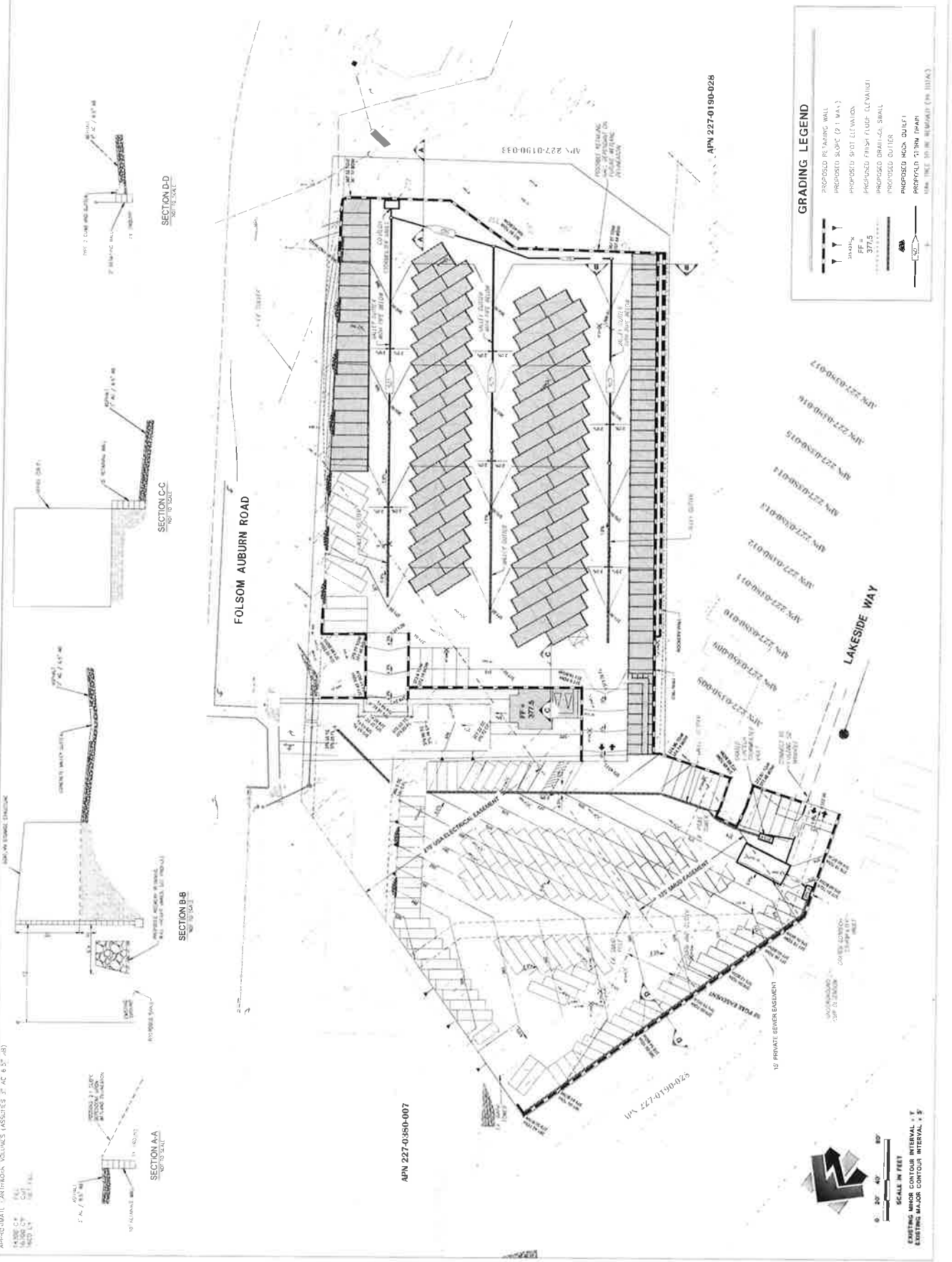
DRAWING SCALE
 1/4" = 1'-0"

REV ENGINEERS INC.
 4000 W. 11th Street, Suite 100
 Los Angeles, CA 90044
 (310) 470-0000
 www.revengineers.com

CITY OF FOLSOM
 7740 & 7760 FOLSOM AUBURN RD
 SUPERIOR RV AND BOAT STORAGE
 CONCEPTUAL GRADING & DRAINAGE PLAN FOR:
 APN 227-0380-021
 APN 227-0390-021
 CALIFORNIA

DRAWING INFO
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DATE: [Date]

4770.003
 SHEET NO. 1 OF 3



GRADING LEGEND

- PROPOSED RETAINING WALL
- PROPOSED SPOT ELEVATION
- PROPOSED FINISH FLOOR ELEVATION
- PROPOSED DRAINAGE DITCH
- PROPOSED ROCK OUTLET
- PROPOSED 4" DIA. DRAIN

SCALE IN FEET
 0' 20' 40' 80'

EXISTING MINOR CONTOUR INTERVAL: 1'
EXISTING MAJOR CONTOUR INTERVAL: 5'

APPROXIMATE AIRBORNE VOLUMES (ASSUMES 27' AC @ 5.5' AB)

NO.	REVISION DESCRIPTION	CHECKED BY	DATE

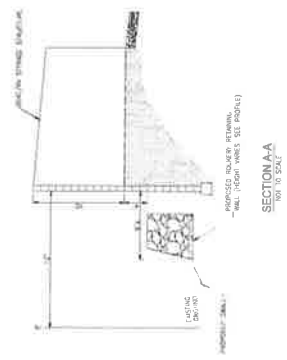
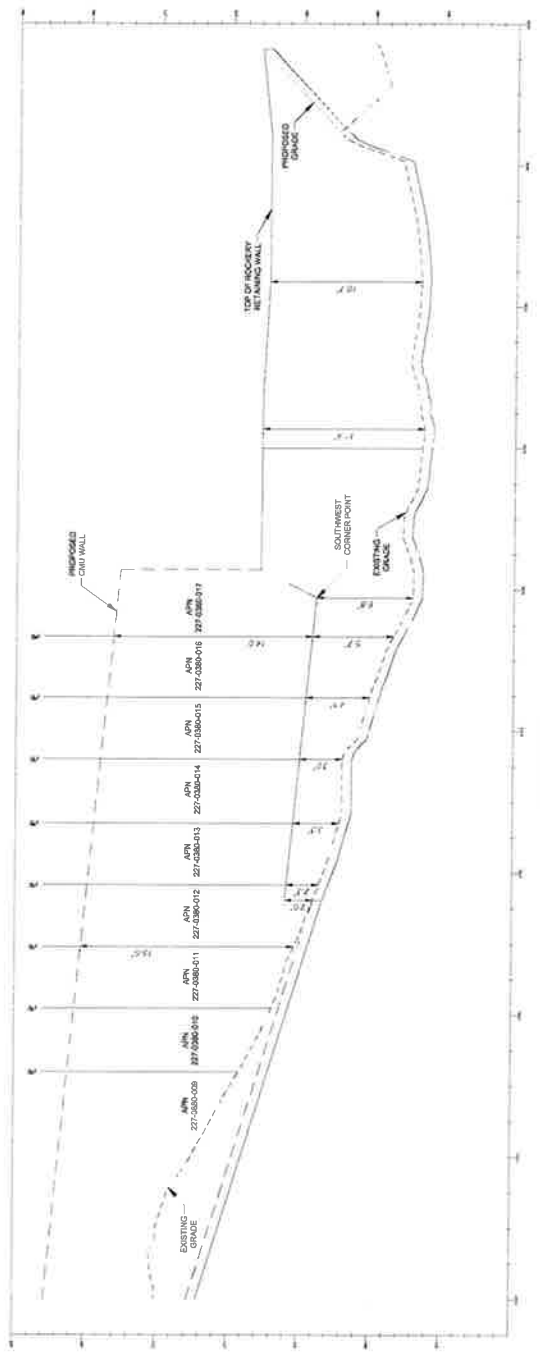
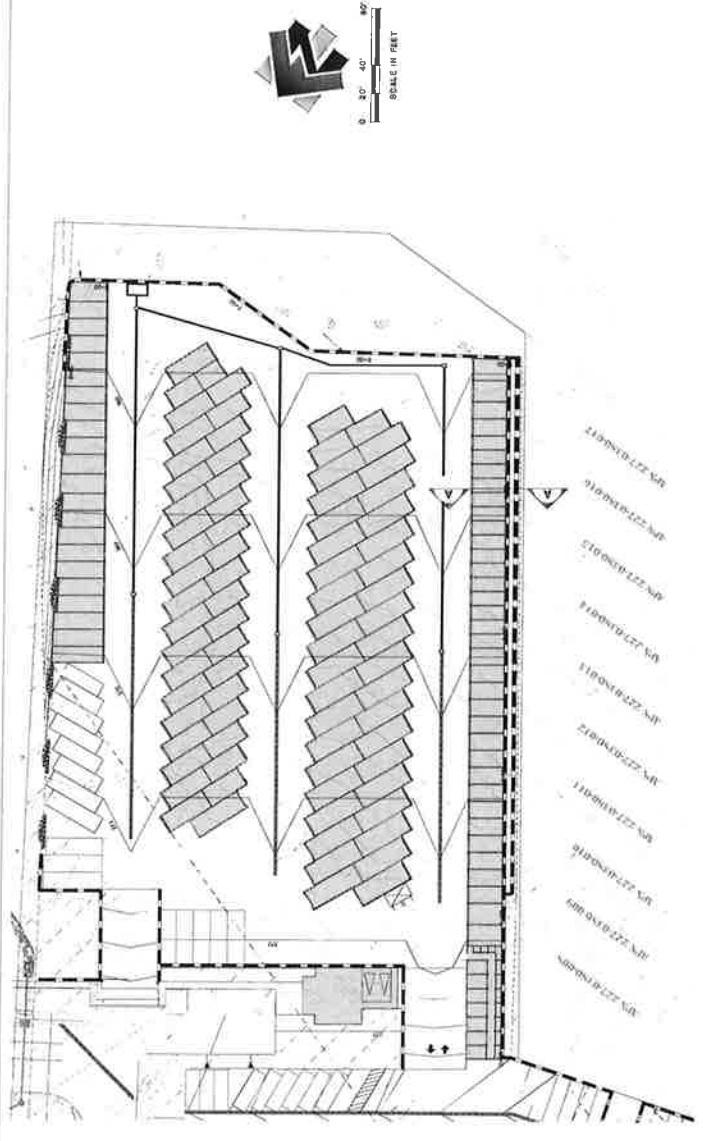
DRAWING SCALE
 HORIZONTAL SCALE: 1" = 40'
 VERTICAL SCALE: 1" = 4'

REV ENGINEERS, INC.
 Civil Engineers, Land Surveyors, and Architects
 1000 W. 14th Street, Suite 200, San Francisco, CA 94115
 Tel: 415.774.2025 Fax: 415.774.2028

CITY OF FOLSOM
7740 & 7760 FOLSOM AUBURN RD
APN 227-0360-020
APN 227-0360-021
SUPERIOR RV AND BOAT STORAGE
CONCEPTUAL GRADING & DRAINAGE PLAN FOR:
 CALIFORNIA

DRAWING INFO
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DATE: [Date]

PROJECT NO. 4770.003
SHEET NO. 2 OF 3



ROCKERYCUMU RETAINING WALL PROFILE

Attachment 4

Preliminary Utility Plan, dated June 26, 2017

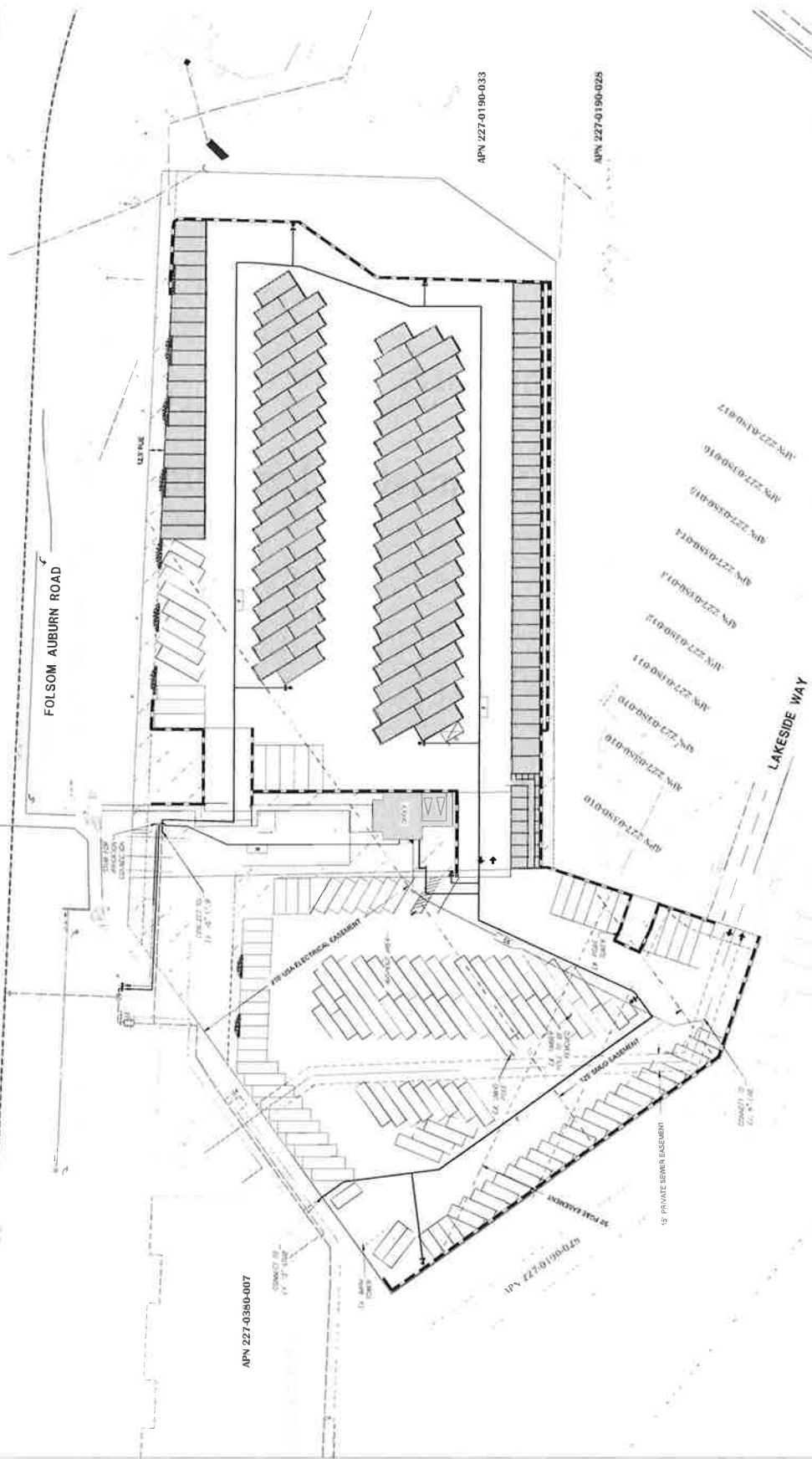
REV ENGINEERS, INC.
 10000 WILSON AVENUE, SUITE 200
 FOLSOM, CA 95630
 (916) 439-2000
 www.rev-engineers.com

DRAWING SCALE
 AS SHOWN
PORT SCALE
 AS SHOWN

NO.	REVISION DESCRIPTION	CHECKED BY	DATE

UTILITY LEGEND

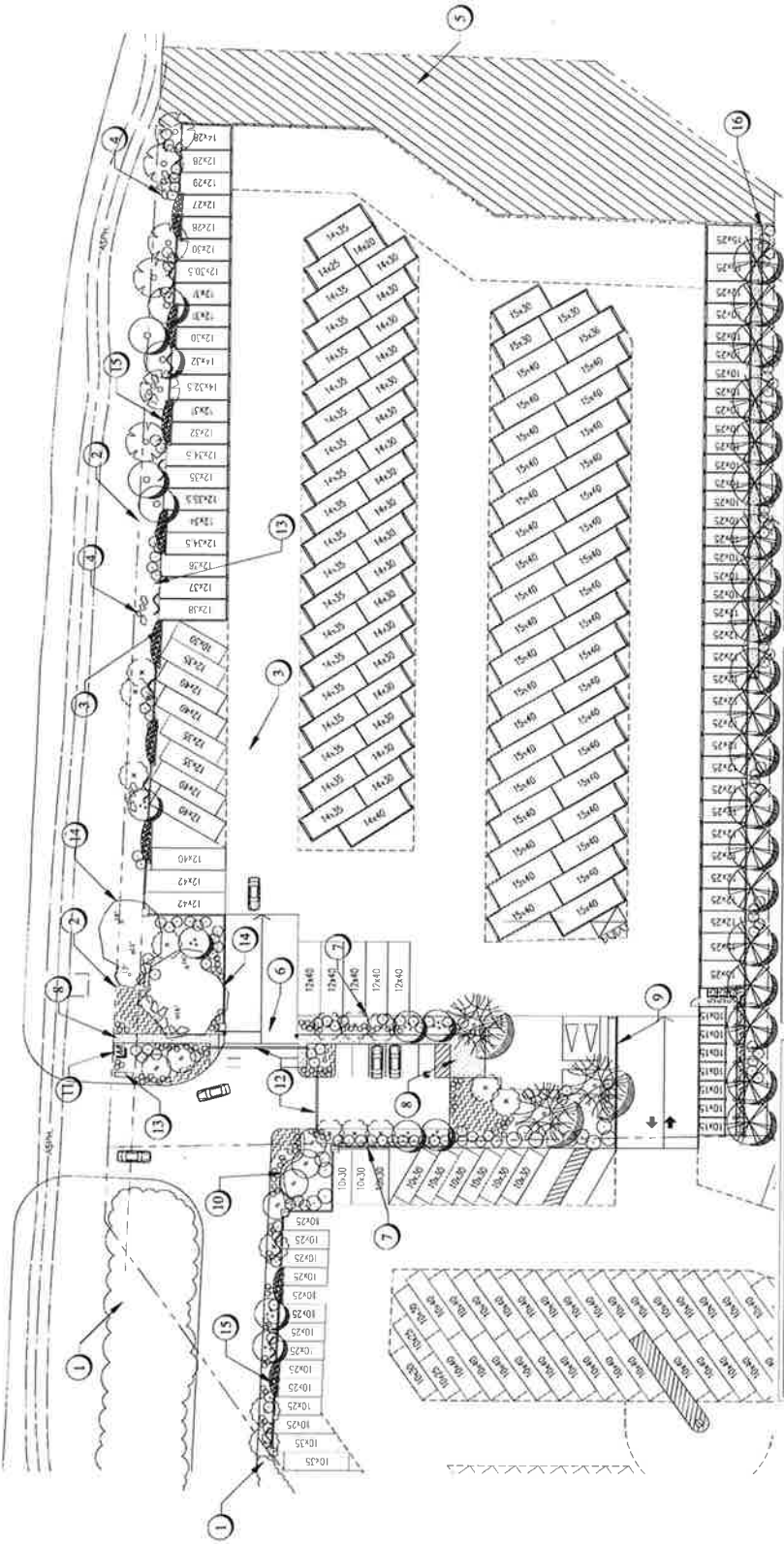
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	PROPOSED FIRE LINE
	EXISTING WATER LINE
	PROPOSED SEWER LINE
	PROPOSED STORM WATER LINE
	PROPOSED GAS LINE
	PROPOSED ELECTRICAL LINE
	PROPOSED TELEPHONE LINE
	PROPOSED CABLE TV LINE
	PROPOSED FIBER OPTIC LINE
	PROPOSED UTILITY POLE
	PROPOSED UTILITY VAULT
	PROPOSED UTILITY MANHOLE
	PROPOSED UTILITY CHAMBER



OWNER
 48111 SE 32nd St
 Bellevue, WA 98004
 206-835-1234

PROJECT
 15000 S. E. Highway 150
 Bellevue, WA 98004
 206-835-1234

DATE
 12/15/2016



PROPOSED PLANT LIST

PLANT | **HEIGHT** | **SPACING** | **REMARKS**

PLANT SPECIES	4-6"	6' x 6'	PLANTING STRIP
PLANT SPECIES	8-10"	6' x 6'	PLANTING STRIP
PLANT SPECIES	12-18"	6' x 6'	PLANTING STRIP
PLANT SPECIES	18-24"	6' x 6'	PLANTING STRIP
PLANT SPECIES	24-36"	6' x 6'	PLANTING STRIP
PLANT SPECIES	36-48"	6' x 6'	PLANTING STRIP
PLANT SPECIES	48-60"	6' x 6'	PLANTING STRIP
PLANT SPECIES	60-72"	6' x 6'	PLANTING STRIP
PLANT SPECIES	72-84"	6' x 6'	PLANTING STRIP
PLANT SPECIES	84-96"	6' x 6'	PLANTING STRIP
PLANT SPECIES	96-108"	6' x 6'	PLANTING STRIP
PLANT SPECIES	108-120"	6' x 6'	PLANTING STRIP
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PLANT SPECIES	132-144"	6' x 6'	PLANTING STRIP
PLANT SPECIES	144-156"	6' x 6'	PLANTING STRIP
PLANT SPECIES	156-168"	6' x 6'	PLANTING STRIP
PLANT SPECIES	168-180"	6' x 6'	PLANTING STRIP
PLANT SPECIES	180-192"	6' x 6'	PLANTING STRIP
PLANT SPECIES	192-204"	6' x 6'	PLANTING STRIP
PLANT SPECIES	204-216"	6' x 6'	PLANTING STRIP
PLANT SPECIES	216-228"	6' x 6'	PLANTING STRIP
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PLANT SPECIES	252-264"	6' x 6'	PLANTING STRIP
PLANT SPECIES	264-276"	6' x 6'	PLANTING STRIP
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PLANT SPECIES	336-348"	6' x 6'	PLANTING STRIP
PLANT SPECIES	348-360"	6' x 6'	PLANTING STRIP
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PLANT SPECIES	1344-1356"	6' x 6'	PLANTING STRIP
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PLANT SPECIES	1452-1464"	6' x 6'	PLANTING STRIP
PLANT SPECIES	1464-1476"	6' x 6'	PLANTING STRIP
PLANT SPECIES	1476-1488"	6' x 6'	PLANTING STRIP
PLANT SPECIES	1488-1500"	6' x 6'	PLANTING STRIP

- ### LANDSCAPE / SITE ELEMENTS
1. 6" - 10" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 2. 12" - 18" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 3. 24" - 36" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 4. 48" - 60" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 5. 72" - 84" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 6. 108" - 120" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 7. 144" - 156" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 8. 180" - 192" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 9. 216" - 228" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 10. 252" - 264" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 11. 300" - 312" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 12. 336" - 348" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 13. 372" - 384" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 14. 408" - 420" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD
 15. 444" - 456" TREE SPECIES PLANTING STRIP ALONG SIDE OF ROAD

LANDSCAPE WATER USE CALCULATIONS

WEATHER DATA: GDD (30°F - 50°F) = 1400 HOURS
 CROP WATER REQUIREMENT (CM) = 10 CM
 IRRIGATION EFFICIENCY = 0.8
 IRRIGATION FREQUENCY = 7 DAYS
 IRRIGATION DURATION = 1.5 HOURS
 IRRIGATION RATE (GAL/HR) = 100 GPM
 TOTAL IRRIGATION WATER REQUIREMENT (GAL) = 100,000
 COST OF IRRIGATION WATER (GAL) = 100,000

IRRIGATION DESIGN STATEMENT

THE IRRIGATION SYSTEM HAS BEEN DESIGNED TO PROVIDE SUFFICIENT WATER TO MAINTAIN THE LANDSCAPE THROUGHOUT THE YEAR. THE SYSTEM WILL BE INSTALLED WITH A MAIN LINE AND SUB MAINS TO SERVE THE ENTIRE SITE. THE DESIGN IS BASED ON THE FOLLOWING ASSUMPTIONS:

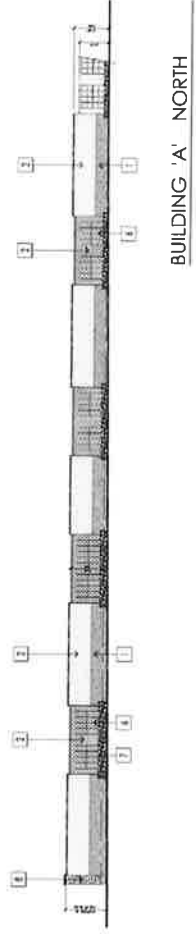
1. IRRIGATION SYSTEM SHALL BE DESIGNED TO MAINTAIN PLANTS THROUGHOUT THE YEAR.
2. IRRIGATION SYSTEM SHALL BE DESIGNED TO MAINTAIN PLANTS THROUGHOUT THE YEAR.
3. IRRIGATION SYSTEM SHALL BE DESIGNED TO MAINTAIN PLANTS THROUGHOUT THE YEAR.
4. IRRIGATION SYSTEM SHALL BE DESIGNED TO MAINTAIN PLANTS THROUGHOUT THE YEAR.
5. IRRIGATION SYSTEM SHALL BE DESIGNED TO MAINTAIN PLANTS THROUGHOUT THE YEAR.

Attachment 6

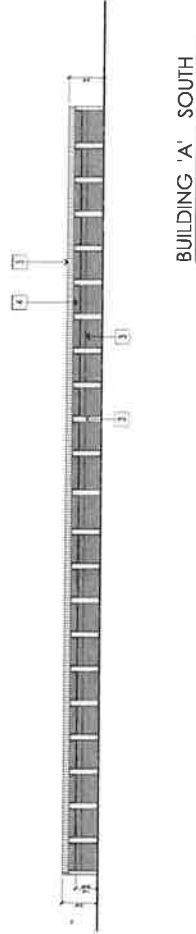
Building Elevations and Floor Plans, dated June 21, 2017

ELEVATION KEYNOTES

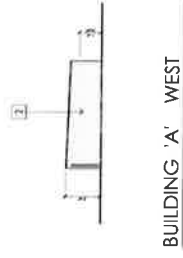
- 1. SPLIT FACE CMU WALL BASE
- 2. PRECISION CMU WALL
- 3. METAL ROLLUP DOOR
- 4. METAL DOOR TRANSOM
- 5. GALVALUME METAL ROOF
- 6. 24" SQUARE METAL VINE TRELLIS @ RECESSES
- 7. GRANITE BOULDER WALL
- 8. 48" INCH WIDE PLASTER WITH LEDGESTONE VENEER FINISH



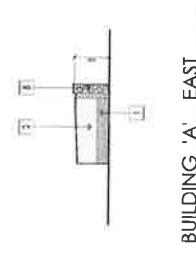
BUILDING 'A' NORTH



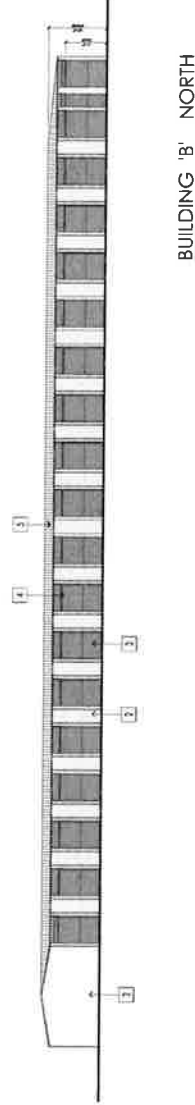
BUILDING 'A' SOUTH



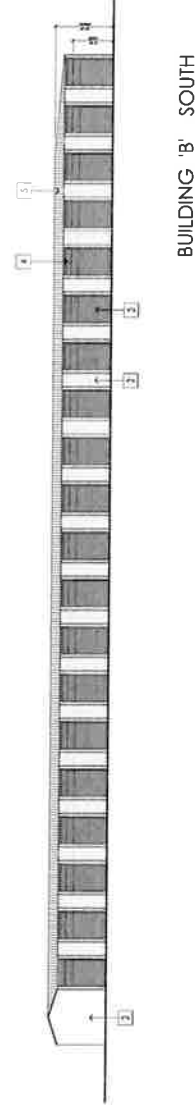
BUILDING 'A' WEST



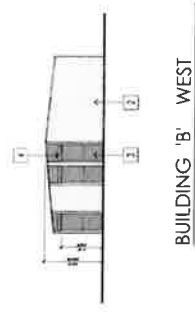
BUILDING 'A' EAST



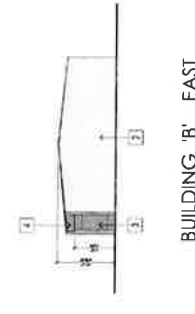
BUILDING 'B' NORTH



BUILDING 'B' SOUTH



BUILDING 'B' WEST



BUILDING 'B' EAST

FOLSOM LAKE BOAT & RV STORAGE

FOLSOM, CA

'A' & 'B' ELEVATIONS

06/21/2017

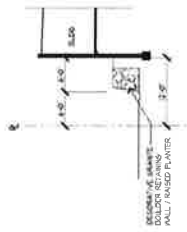
SCALE: 1" = 10'-0"

2015-190

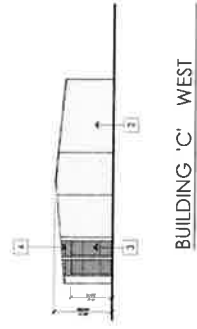


ELEVATION KEYNOTES

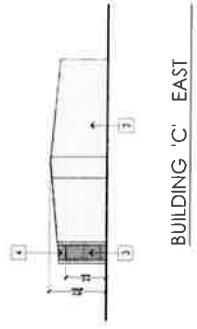
1. DECORATIVE CMU WALL (BASE SPLIT FACE COMBINATION)
2. PRECISION CMU WALL
3. METAL ROLL-UP DOOR
4. METAL DOOR TRANSOM
5. GALVALUME METAL ROOF



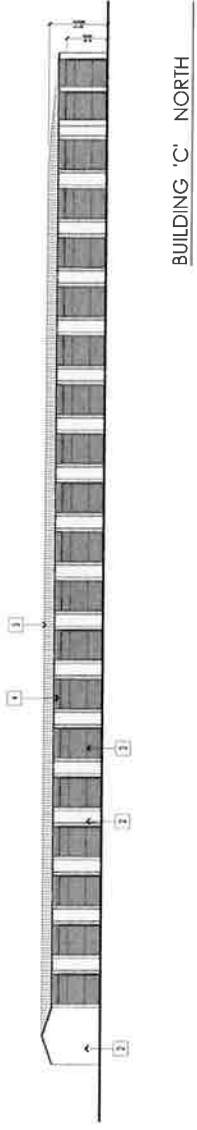
SECTION A



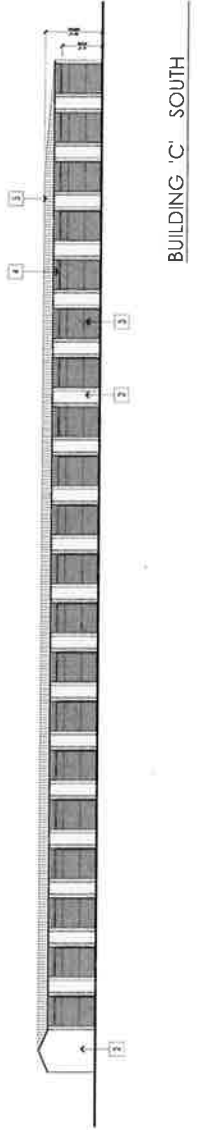
BUILDING 'C' WEST



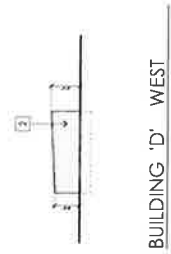
BUILDING 'C' EAST



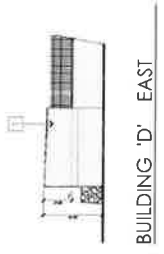
BUILDING 'C' NORTH



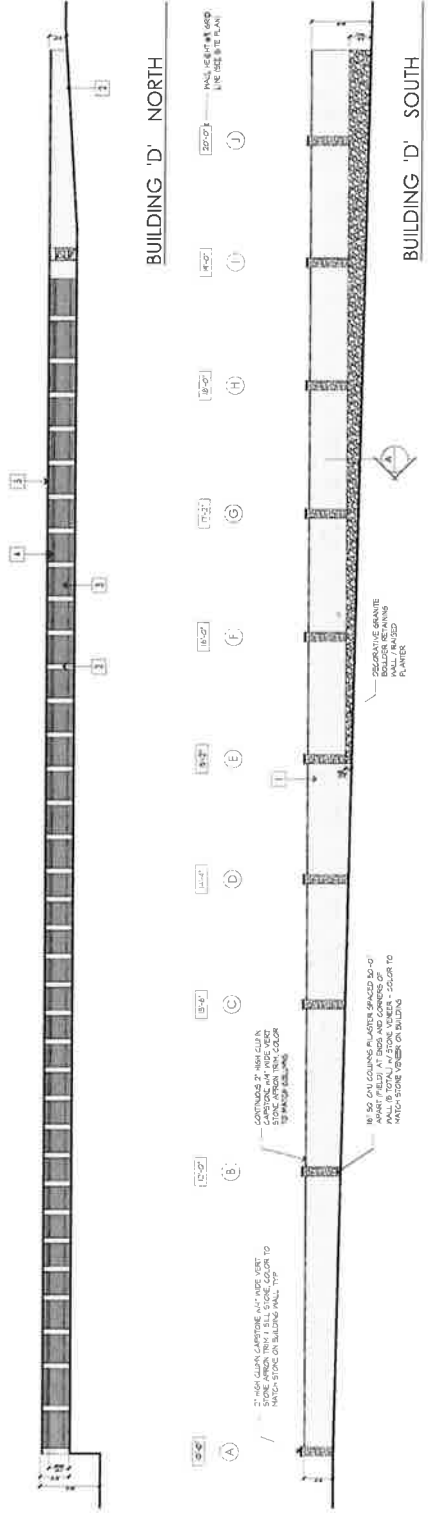
BUILDING 'C' SOUTH



BUILDING 'D' WEST



BUILDING 'D' EAST



BUILDING 'D' NORTH

BUILDING 'D' SOUTH

FOLSOM LAKE BOAT & RV STORAGE

FOLSOM, CA

'C' & 'D' ELEVATIONS

03/09/2017

2015-130

SCALE: 1" = 10'-0"

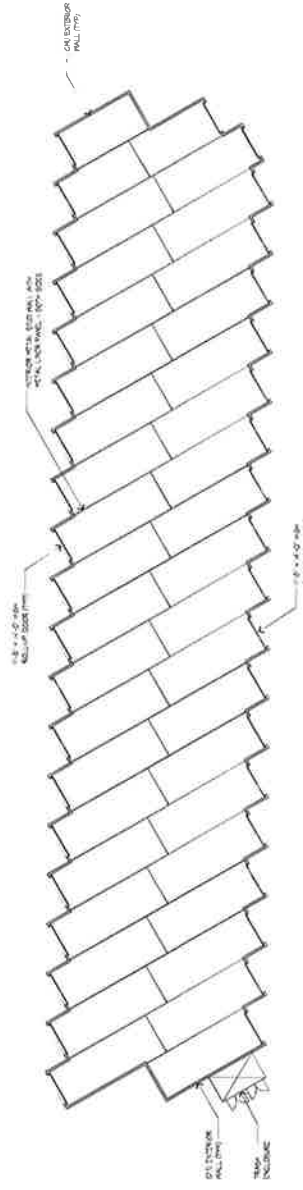


'C' & 'D' FLOOR PLANS

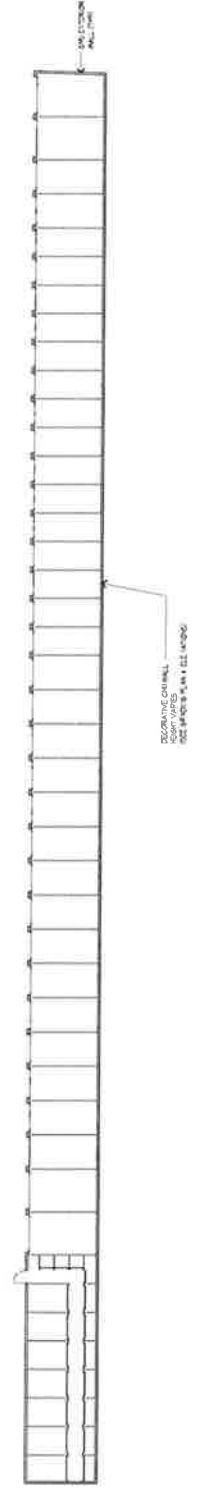
FOLSOM LAKE BOAT & RV STORAGE

SCALE: 1" = 10'-0"

FOLSOM, CA



BUILDING 'C'



BUILDING 'D'

Attachment 7

Color Building Elevations, dated June 21, 2017

- COLORS AND MATERIALS**
- INSULATION (W/ PAINT BY PANEL TYPE)
 - UPPER EXTERIOR WALL
 - FLOORING (E.G. "GRANGE OF BEE")
 - INSULATION PANELS
 - FLOORING (E.G. "WILSON BEECH")
 - DECORATIVE BRICKWORK (E.G. "MONTICELLO")
 - FLOORING (E.G. "MONTICELLO")
 - GRANITE FINISH
 - ROOF PANELS (E.G. "MONTICELLO")
 - POLYMER CONCRETE (E.G. "MONTICELLO")
 - POLYMER CONCRETE (E.G. "MONTICELLO")



BLDG D SOUTH ELEVATION
SCALE: 1" = 20'-0"



NORTH ELEVATION ENLARGEMENT
SCALE: 1" = 12'-0" (A)

NORTH ELEVATION ENLARGEMENT
SCALE: 1" = 12'-0" (B)



STREET ELEVATION
SCALE: 1" = 30'-0"

SUPERIOR RV & BOAT STORAGE

FOLSOM, CA

08/21/2017
2015-130

Attachment 8

Color and Materials Board

RV & STORAGE BUILDINGS



SPLIT FACE LOWER CMU WALLS:
PAINT SW #6095 "TOASTY"



PRECISION UPPER CMU WALLS:
PAINT SW #6101 "SANDS OF TIME"



PRECISION CMU WALLS
& DOOR PILASTERS:
PAINT SW #6093 "FAMILIAR BEIGE"



DECORATIVE WROUGHT IRON FENCING
& METAL WALL TRELLISES:
PAINT SW #6069 "FRENCH ROAST"



GRANITE BOULDER



STONE VENEER AT WALL PILASTERS:
CORONADO STONE OLD WORD STONE
"CHABLIS"



ROLL UP DOORS
JANUS INTERNATIONAL "FERN GREEN"



GUTTERS AND DOWNSPOUTS
MAKO STEEL "SURREY BEIGE"

OFFICE / APARTMENT



STONE VENEER:
CORONADO STONE OLD WORD STONE
"CHABLIS"



STUCCO PRIMARY COLOR:
PAINT SW #6093 "FAMILIAR BEIGE"



STUCCO TRIM AND ACCENT COLOR:
PAINT SW #6101 "SANDS OF TIME"



STUCCO CORNICE:
PAINT SW #6095 "TOASTY"



GLAZING:
PPG "SOLAR GREEN"



STOREFRONT SYSTEM:
ARCADIA "DARK BRONZE"

Attachment 9

Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring Program

**INITIAL STUDY
AND MITIGATED NEGATIVE DECLARATION
FOR THE
FOLSOM LAKE BOAT AND RV STORAGE PROJECT**



**CITY OF FOLSOM
COMMUNITY DEVELOPMENT DEPARTMENT**
50 Natoma Street
Folsom, CA 95630

Prepared with the Technical Assistance of:



3110 Gold Canal Drive, Suite D
Rancho Cordova, CA 95670

February 2018

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ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been adequately analyzed in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, or (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

The City of Folsom has determined that the subject project, further defined and discussed in the attached Environmental Checklist/Initial Study will not have significant effects on the environment. As a result thereof, the preparation of an Environmental Impact Report pursuant to the California Environmental Quality Act (Division 13 of the Public Resource Code of the State of California) is not required.

The City of Folsom prepared the attached Environmental Checklist/Initial Study on February 21, 2018. Further information, including the project file, supporting reports, and related studies, may be reviewed at the public offices of the Community Development Department, 50 Natoma Street, Folsom, California 95630.

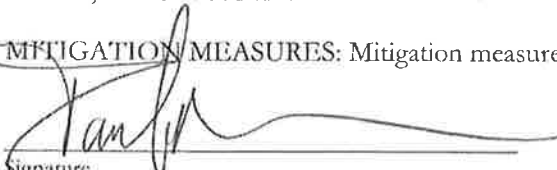
~~MITIGATION MEASURES:~~ Mitigation measures have been identified for the project.


Signature

Printed Name

Date

For



Date: 2/22/18


For

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INITIAL STUDY AND ENVIRONMENTAL EVALUATION

Project Title: Folsom Lake Boat and RV Storage Facility

Entitlement Requested: Conditional Use Permit and Planned Development Permit

Lead Agency Name and Address: City of Folsom
Community Development Department
50 Natoma Street, Folsom, CA 95630

Contact Person and Phone Number: Steven Banks, Principal Planner
City of Folsom
Community Development Department
Phone: (916) 355-7385
sbanks@folsom.ca.us

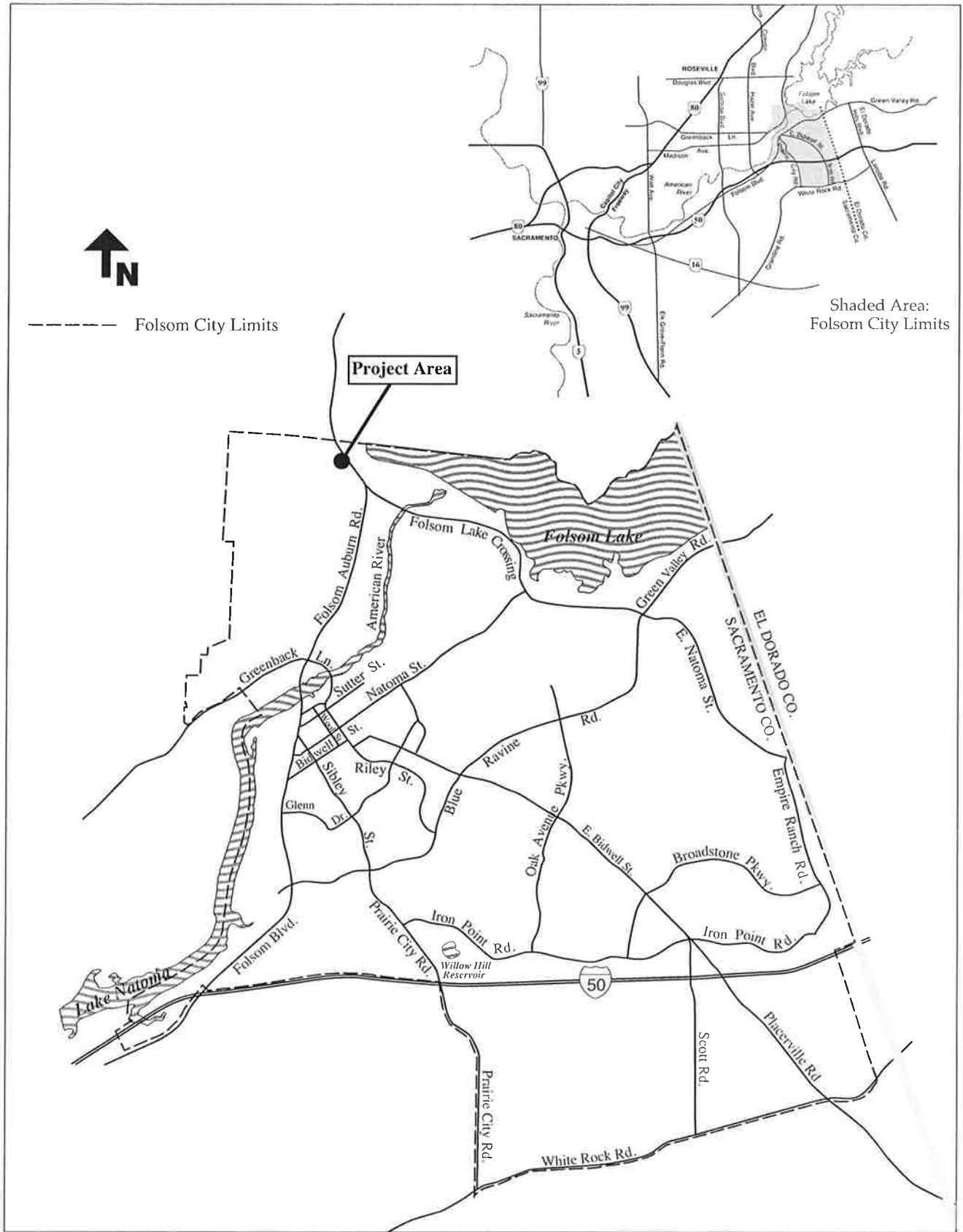
General Plan Designation: Community Commercial (CC)

Zoning Designation: Central Business, Planned Development District (C-2 PD)

1. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

This Initial Study focuses on whether the proposed project may cause significant effects on the environment that were not examined in the Folsom General Plan Environmental Impact Report (EIR) as amended by the EIR for the East Area Facilities Plan. In particular, consistent with California Public Resources Code Section 21083.3 (the California Environmental Quality Act or CEQA), this Initial Study is intended to assess any effects on the environment that are peculiar to the proposed project, or to the parcels on which the project would be located. This includes environmental effects not addressed or analyzed as significant effects in the General Plan EIR as amended by the EIR for the East Area Facilities Plan. The Initial Study also assesses any effects for which substantial new information shows that identified effects would be more significant than described in the previous EIRs. (For additional information regarding the relationship between the General Plan EIR, the East Area Facilities Plan EIR, and the proposed project, see Section 4 of this Initial Study.) The Initial Study is also intended to assess whether any environmental effects of the project are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or by other means [Section 15152(b)(2) of the State Guidelines for CEQA]. If such revisions, conditions, or other means are identified, they will be identified as mitigation measures.

This Initial Study relies on State CEQA Guidelines Sections 15064 through 15065 in its determination of the significance of environmental effects. According to Section 15064, the finding as to whether a project may have one or more significant effects shall be based on substantial evidence in the record, and that controversy alone, without substantial evidence of a significant effect, does not trigger the need for an EIR.



SOURCE: Planning Partners, 2017

Folsom Lake Boat and RV Storage Project

Figure 1
Regional Location



SOURCE: Google Earth Pro; Planning Partners, 2017

Folsom Lake Boat and RV Storage Project

Figure 2

Project Vicinity

SURROUNDING LAND USES

The project site is adjacent to the west side of Folsom-Auburn Road, immediately north of the Folsom Dam Retail area. Table 1 lists the surrounding land uses and corresponding General Plan and zoning designations.

Location	Land Use	General Plan	Zoning
On Site	Vacant Land	Community Commercial (CC)	Central Business, Planned Development District (C-2 PD)
South	Folsom Dam Retail, Sentry Storage	Community Commercial (CC)	Neighborhood Business, Planned Development District (C-1 PD); General Commercial, Planned Development District (C-3 PD)
North	Superior Self Storage Facility, Folsom-Auburn Road, Hunkle Reservoir	Community Commercial (CC), Public (PUB)	Central Business Planned Development District (C-2 PD); Open Space Conservation District (OSC)
East	Folsom-Auburn Road, American River Water Education Center	Public (PUB)	Open Space Conservation District (OSC)
West	Lakeside Village Mobile Home Park	Single Family High Density (SFHD)	Trailers and Trailer Parks (RMH)

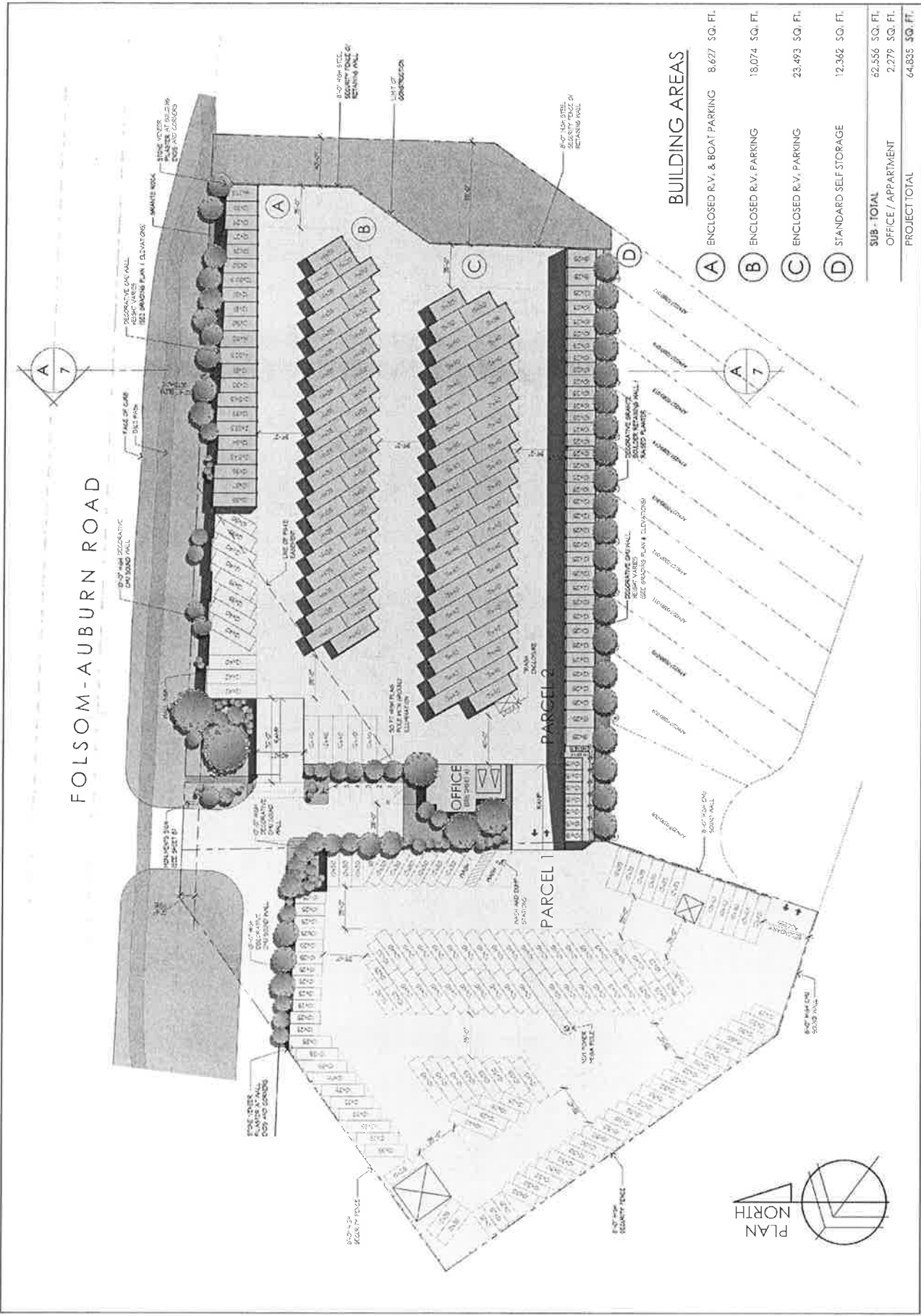
Source: City of Folsom 2016 and 2016a; Site Visit August 18, 2017.

PROPOSED PROJECT

The project applicant proposes to develop a 64,835 square-foot boat and RV storage facility that includes 62,556 square feet of storage areas and a 2,279 square-foot, two-story office and manager's apartment. The project would result in a combination of 297 uncovered, drive-up, and enclosed boat, RV, and self-storage spaces (see Figure 3). Existing project site elevations range from 365 to 383 feet mean sea level (MSL). With project implementation and grading, elevations on the site would range from 368 to 385 feet MSL. The highest elevations would be located at the northeast corner of the project, adjacent to the Superior Self Storage facility currently under construction.

Grading of the site would be followed by the construction of four buildings for enclosed storage; these buildings run in a north-south direction, each at a height of 12 to 18 feet. On the west and south sides of the project site, proposed retaining walls would account for a loss in grade from the project elevation to the neighboring residences to the west and to an existing depressed area to the south. Along the west edge of the project site, a decorative sound wall of 10 to 12 feet would be constructed atop a 10-foot retaining wall. As proposed, the retaining wall along the south side would range from 6 to 10 feet in height, topped by an 8-foot wrought iron fence. A proposed decorative sound wall would shield the building closest to Folsom Auburn Road from viewers passing by on the roadway or adjacent bike path.

Facility services would include cleaning and detail services, featuring a wash station with air and vacuum. Minor maintenance activities would include tire changes and battery replacements. Chemicals associated with these activities would be stored in an isolated unit. Primary access to the project would be provided by an existing signalized driveway located on the west leg of the fully signalized intersection of Folsom Auburn Road and Folsom Dam Road. A secondary entry gate would provide access for emergency vehicles; it would be situated at the rear of the project site, at its connection to the north end of Lakeside Way.



SOURCE: Valli Architectural Group: Planning Partners 2017

Folsom Lake Boat and RV Storage Project

Figure 3

Site Plan

A total of eight parking spaces would be provided for the proposed project, including a handicapped space, two spaces for the manager's apartment, and five regular spaces. The office would be open daily from 9:00 to 5:00 p.m., and would be staffed by 1 – 2 employees at any given time. Access to the storage units by facility customers would be permitted daily from 6:00 a.m. to 10:00 p.m. The project design includes fully enclosed perimeter walls/fencing, featuring a combination of eight-foot tall walls, eight-foot tall fencing, and a secured electronic access gate system. Storage units would be provided with automatic roll-up doors and individual alarm systems. Electronic surveillance on a 24-hour basis would heighten security on the site. Additional site improvements include drive aisles, underground utilities, site lighting, site landscaping, and signage.

The project applicant would be required to complete on-site utility infrastructure and system connection as part of the proposed project. As shown in Figure 4, stormwater from the northern portion of the site would be directed to a stormwater treatment vault, from which the treated stormwater would be discharged to an existing City storm drain line in Lakeside Way. Stormwater from the southern portion of the site would be directed to a stormwater treatment vault, and treated stormwater would then discharge to an existing natural basin south of the project site. Additionally, stormwater would be collected in a drainage swale from the base of the retaining wall along the project's western boundary and discharged directly to the natural basin south of the project site. The capacity of proposed treatment facilities, the amount of stormwater detention provided, and the overall capacity of the natural basin are not known at the time of preparation of this Initial Study.

Wastewater generated from the proposed project would discharge to an existing sanitary sewer line within the project site completed during construction of the adjacent Superior Self Storage project. This connection to the existing pipe would occur within the northern portion of the site. Public water service for both potable water and fire suppression purposes would be provided by the City of Folsom and the San Juan Water District (see below). Service water lines from the project would connect to an existing water main within Folsom-Auburn Road. Electric service would be provided by SMUD; gas service would not be required for the proposed project.

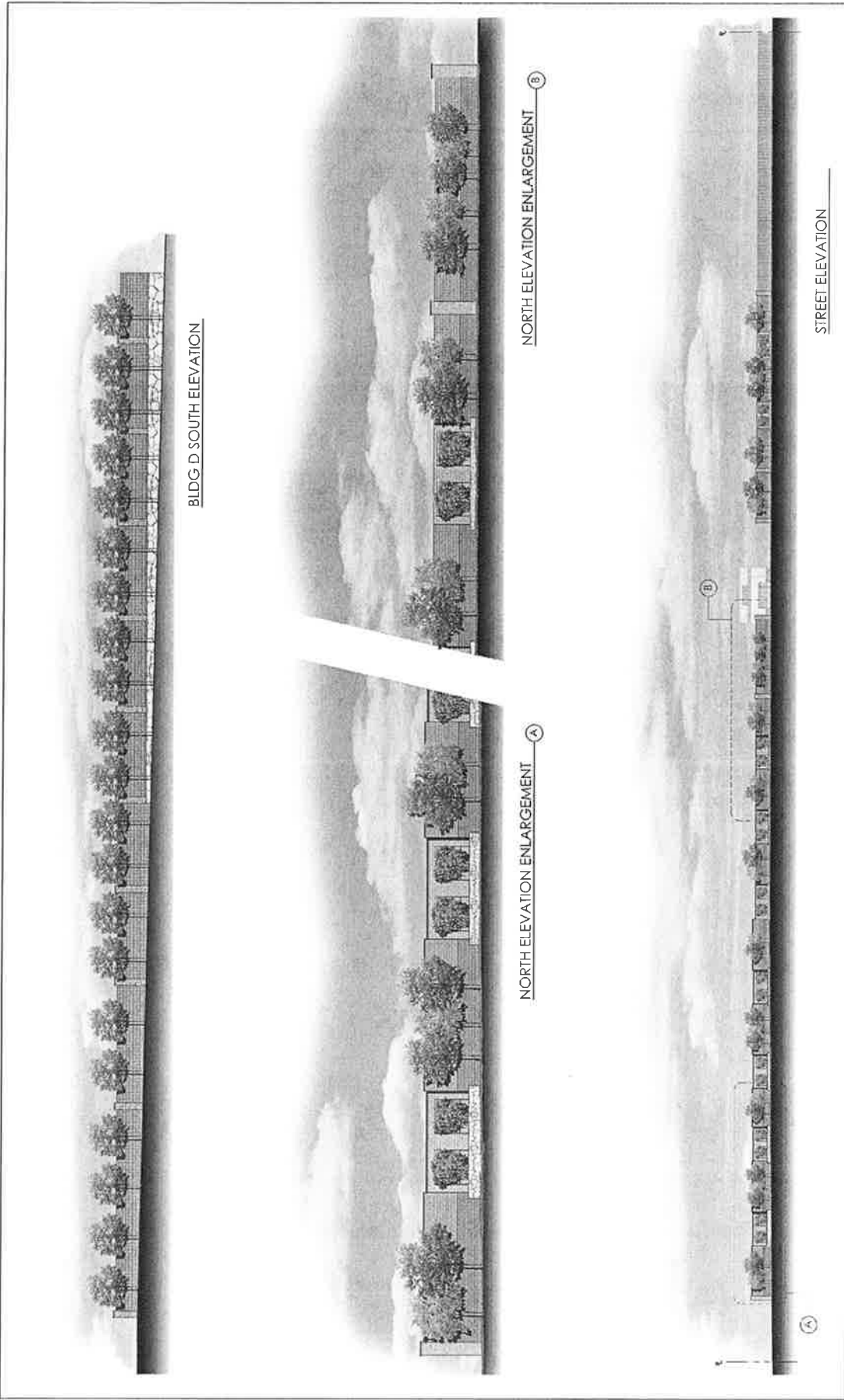
The San Juan Water District and the City provide domestic water service jointly in this area of the City. The San Juan Water District supplies treated water to the area, and the City operates the delivery infrastructure. There are existing water mains for both domestic and fire fighting within the Folsom-Auburn Road right-of-way. The proposed project would connect to these existing water mains.

The proposed landscaping plan includes the retention of thirteen existing oak trees, and the addition of trees, shrubs, and ground cover. Weather sensing technology, flow sensing, and rain shutoff technology would be incorporated into the final landscape design.

Proposed building materials for the storage facility and office would include a building base of concrete block with stone veneer, granite boulder retaining walls, and wrought iron fencing. See Figure 5 for project elevations.

PROJECT PHASING

Construction of the proposed storage facility is scheduled to begin upon project approval. The proposed project would be constructed in a single phase of approximately 8 to 10 months.



Folsom Lake Boat and RV Storage Project
Figure 5
 Project Elevations

SOURCE: Valli Architectural Group; Plumbing Partners 2017

CITY REGULATION OF URBAN DEVELOPMENT

GENERAL PLAN

The City of Folsom adopted its comprehensive General Plan in October 1988, and is currently in the process of updating that document. The General Plan is a long-term planning document that guides growth and land development in the City of Folsom. It provides the foundation for establishing community goals and supporting policies, and directs appropriate land uses for all land parcels within the city. The General Plan land use designation for the proposed project is Community Commercial. The proposed boat and RV storage facility use would be consistent with that designation.

ZONING CODE

Developed land uses in the City of Folsom are regulated specifically by the City's Zoning Code, in addition to the other adopted regulations and programs that apply to all proposed development within the City. In more detail than the General Plan, the Zoning Code regulates land uses on a parcel-by-parcel basis throughout the City. In order to achieve this regulation, the City assigns each parcel within the City to a zoning district: for example, a district for single-family homes. Regulations for each district apply equally to all properties within the district.

The Central Business zone is one of four types of commercial zones in the City's Zoning Code. This district is suitable for a wide range of commercial activities. Uses such as the boat and RV storage facility are permitted only upon the review and issuance of a Conditional Use Permit by the Planning Commission (Zoning Code Section 17.22.030E, class 155). According to the Zoning Code, areas designated with the C-2 zoning designation should be located along major arterials and thoroughfares (Zoning Code Section Chapter 17.22.030.2).

The City Zoning Code additionally defines the Planned Development designation. The PD designation does not establish any land use (such as for boat and RV storage facilities), but rather is a combining zone to permit the City to "allow a greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations, ... (Zoning Code Section 17.38.010). The PD designation is intended to be a combining district. The PD designation would also allow the proposed boat and RV storage facility to vary from certain building requirements, such as the lot coverage limit.

OTHER CITY REGULATION OF URBAN DEVELOPMENT

The City of Folsom regulates urban development and construction through standard construction conditions and through mitigation, building, and construction requirements set forth in the Folsom Municipal Code. Required of all projects constructed throughout the City, compliance with the requirements of the City's standard conditions and the provisions of the Municipal Code avoids or reduces many potential environmental effects. City procedures to minimize negative environmental effects and disruptions include analysis of existing features, responsible agency and public input to the design process, engineering and design standards, and construction controls. The activities that mitigate typical environmental impacts to be implemented by the City during the project review, design, and construction phases are described in greater detail below.

COMMUNITY DEVELOPMENT DEPARTMENT STANDARD CONSTRUCTION CONDITIONS

The requirements are set forth in the City of Folsom, Design and Procedures Manual and Improvement Standards, Standard Construction Specifications and Details (Updated January 6, 2017). A summary of these requirements is set forth below, and hereby incorporated by reference into the Project Description as though fully set forth herein. Copies of these documents may be reviewed at the City of Folsom, Community Development Department, located at 50 Natoma Street, Folsom, California 95630.

Any contractor constructing a public or private project within the City must comply with standard construction specifications. Standards that regulate aspects of the environment are summarized below.

Use of Pesticides – Requires contractors to store, use, and apply a wide range of chemicals in a manner that is consistent with all local, state, and federal rules and regulations.

Air Pollution Control - Requires compliance with all Sacramento Metropolitan Air Quality Management District (SMAQMD) and City air pollution regulations.

Water Pollution - Requires compliance with City water pollution regulations, including National Pollution Discharge Elimination System (NPDES) provisions.

Sound Control – Requires that all construction work comply with all noise level rules, regulations, and ordinances, and that all construction vehicles be equipped with a muffler to control sound levels.

Asbestos Related Work - Requires compliance with California Labor Code, sections 6501.5 through 6510, inclusive, and California Administrative Code, Title 8, Section 5208 and all other pertinent laws, rules, regulations, codes, ordinances, decrees and orders.

Weekend, Holiday, and Night Work – Prohibits construction work during evening hours, or on Sunday or holidays, to reduce noise and other construction nuisance effects.

Public Convenience - Regulates traffic through the work area, operation of existing traffic signals, roadway cuts for pipelines and cable installation, effects to adjacent property owners, and the notification of adjacent property owners and businesses.

Public Safety and Traffic Control - Regulates signage and other traffic safety devices within work zones.

Existing Utilities - Regulates the relocation and protection of utilities.

Preservation of Property - Requires preservation of trees and shrubbery, and prohibits adverse effects to adjacent property and fixtures.

Cultural Resources - Requires contractors to stop work upon the discovery of unknown cultural or historic resources. An archaeologist must then be retained to evaluate the significance of the resource to establish mitigation requirements.

Protection of Existing Trees - Specifies measures necessary to protect both ornamental trees and native oak trees.

Clearing and Grubbing - Specifies protection standards for signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. Also requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to control erosion and siltation of receiving waters.

Reseeding - Specifies seed mixes and methods for the reseeded of graded areas.

CITY OF FOLSOM MUNICIPAL CODE

The City regulates many aspects of construction and development through requirements and ordinances established in the Folsom Municipal Code. These requirements are set forth below, and hereby incorporated by reference into the Project Description as though fully set forth herein. Copies of these documents may be reviewed at the City of Folsom, City Clerk, located at 50 Natoma Street, Folsom, California 95630.

Table 2 City of Folsom Municipal Code Sections Regulating Urban Development within the City		
Code Section	Code Name	Effect of Code
8.42	Noise Control	Establishes interior and exterior noise standards that may not be exceeded within structures, including residences; establishes time periods for construction operations.
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of SWPPPs.
9.34	Hazardous Materials Disclosure	Defines hazardous materials; requires filing of a Hazardous Material Disclosure Form by businesses that manufacture, use, or store such materials.
9.35	Underground Storage of Hazardous Substances	Establishes standards for the construction and monitoring of facilities used for the underground storage of hazardous substances, and establishes a procedure for issuance of permits for the use of these facilities.
12.16	Tree Preservation	Regulates the cutting or modification of trees, including oaks and specified other trees; requires a Tree Permit prior to cutting or modification; establishes mitigation requirements for cut or damaged trees.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.
14.19	Energy Code	Adopts the California Energy Code, 2010 Edition, published as Part 6, Title 24, C.C.R. to require energy efficiency standards for structures.
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2010 Edition, excluding Appendix Chapters A4 and A5, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.

Source: *Folsom Municipal Code, 2017.*

3. REQUIRED APPROVALS

A listing and brief description of the regulatory permits and approvals required is provided below. This environmental document is intended to address the environmental impacts associated with all of the following decision actions and approvals:

- **Conditional Use Permit:** A boat, RV, and/or self-storage facility is only permitted within the Community Commercial District if it complies with special conditions, and is approved by the Planning Commission.
- **Planned Development Permit:** Because the proposed project would be sited within a PD overlay zoning designation, the project requires a Planned Development Permit. This designation requires review by the Planning Commission for design review purposes.

The City of Folsom has the following discretionary powers related to the proposed Folsom Lake Boat and RV Storage project:

- **Certification of the Environmental Document:** The Planning Commission will act as the lead agency as defined by CEQA, and will have authority to determine if the environmental document is adequate under CEQA.
- **Approve Project:** The Planning Commission will consider approval of the project and all entitlements as described above.

4. PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS

CITY OF FOLSOM GENERAL PLAN

The EIR for the City of Folsom General Plan (1988) as amended by approval of the East Area Facilities Plan (1992) still provides relevant policy guidance for this environmental analysis. Even though the site is not located within the boundaries of the East Area, the East Area Facilities Plan EIR was prepared to update the EIR for the General Plan and the whole city. Therefore, the East Area Facilities Plan EIR updated and revised the environmental conclusions of the General Plan EIR so that the East Area Facilities Plan EIR provides the foundation environmental document for evaluating development throughout the City.

TIERING

“Tiering” refers to the relationship between a program-level EIR (where long-range programmatic cumulative impacts are the focus of the environmental analysis) and subsequent environmental analyses such as the subject document, which focus primarily on issues unique to a smaller project within the larger program or plan. Through tiering a subsequent environmental analysis can incorporate, by reference, discussion that summarizes general environmental data found in the program EIR that establishes cumulative impacts and mitigation measures, the planning context, and the regulatory background. These broad based issues need not be reevaluated subsequently, having been previously identified and evaluated at the program stage.

Tiering focuses the environmental review on the project-specific significant effects that were not examined in the prior environmental review, or that are susceptible to substantial reduction or avoidance by specific revisions in the project, by the imposition of conditions, or by other means. Section 21093(b) of the Public Resources Code requires the tiering of environmental review whenever feasible, as determined by the Lead Agency.

In the case of the proposed Folsom Lake Boat and RV Storage project, this Initial Study is tiered from the EIR for the City of Folsom General Plan as amended by approval of the East Area Facilities Plan. The City of Folsom adopted its current General Plan in 1988. The 1988 General Plan underwent extensive environmental review in the form of an EIR and Master Environmental Assessment (MEA). The Folsom City Council adopted the Urban Development Policy of the Folsom General Plan on June 6, 1988, by Resolution No. 1616 to implement the General Plan, to direct the orderly growth of the City, and to provide for an adequate level of service to the community. Pursuant to the urban development policy, Area Facilities Plans were formulated and adopted as part of the Public Facilities Element of the General Plan to assure an adequate funding level for municipal services and facilities in developing areas of the City.

To meet the requirements of the Urban Development Policy, the City and landowners within a then-undeveloped portion of the City, known as the Folsom East Area, initiated preparation of the Folsom East Area Facilities Plan. Concurrently, east area landowners requested that the City of Folsom consider a series of General Plan amendments for land uses in the area. The City of Folsom prepared and certified an EIR evaluating the direct, indirect, and citywide impacts of implementing the East Area Facilities Plan and requested General Plan amendments. Because of the large size of the east area relative to the remainder of the City of Folsom, the East Area Facilities Plan EIR, in effect, updated the EIR for the General Plan to reflect the configuration of the City as it would exist upon buildout of the City and the east area as modified.

The 1992 East Area Facilities Plan EIR contained a comprehensive evaluation of the effects of implementing the Folsom General Plan as amended by development within the East Area. The Folsom General Plan/East Area Facilities Plan EIRs as amended are comprehensive in their analysis of the environmental impacts associated with development of the City, including the area that makes up the proposed site of the Folsom Lake Boat and RV Storage project. This includes discussion of a full range of alternatives and growth inducing impacts associated with urban development in the City, and the proposed Folsom Lake Boat and RV Storage project site.

Therefore, the Folsom General Plan, as amended, is a project that is related to the proposed Folsom Lake Boat and RV Storage project and, pursuant to Section 15152(a) of the State CEQA Guidelines, tiering of environmental documents is appropriate. State CEQA Guidelines Section 15152(e) specifically provides that,

“[w]hen tiering is used, the later EIRs or Negative Declarations shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later [environmental document] should state that the Lead Agency is using the tiering concept and that the [environmental document] is being tiered with the earlier EIR.”

The Folsom General Plan and the EIRs for the General Plan and the East Area Facilities Plan can be reviewed at the following location:

City of Folsom
50 Natoma Street, Folsom, California 95630
Contact: Steve Banks, Principal Planner
(916) 355-7385

INCORPORATION OF THE FOLSOM GENERAL PLAN AND EAST AREA FACILITIES PLAN EIRs BY REFERENCE

The EIRs for the Folsom General Plan and the East Area Facilities Plan are comprehensive documents. Due to various references to the Folsom General Plan and East Area Facilities Plan EIRs in this proposed Folsom Lake Boat and RV Storage project Initial Study, and to its importance relative to understanding the environmental analysis that has occurred to date with respect to development in the Folsom area, both documents are hereby incorporated by reference as though fully set forth herein pursuant to State CEQA Guidelines Section 15150.

SUMMARY OF FOLSOM GENERAL PLAN EIR AS AMENDED BY THE EAST AREA FACILITIES PLAN EIR

The Folsom General Plan EIR as amended by the EIR for the East Area Facilities Plan analyzed the environmental impacts associated with adoption of the City of Folsom General Plan allowing for development, open space preservation, and provision of services for approximately 13,100± acres of land in and adjacent to the City of Folsom.

Buildout of the area subject to the Folsom General Plan envisions construction of up to 29,290 dwelling units and 2,466 acres of commercial and industrial uses. The Folsom General Plan contemplates the full range of land uses that would constitute a balanced community, including residential uses at a variety of densities, as well as commercial, office, employment, and open space uses. Additionally, public or quasi-public uses are contemplated by the Folsom General Plan, including schools, parks, fire stations, government offices, and other uses.

The East Area Facilities Plan EIR evaluated the environmental impacts associated with the above-described development of the Folsom General Plan planning area on a comprehensive basis, including discussion of the full range of impacts that would occur due to future development.

The East Area Facilities Plan EIR identified citywide impacts arising from urban development pursuant to the General Plan for the following issue areas:

- **Land Use** - Conversion of agricultural and grazing lands to urban uses;
- **Transportation/Circulation** - Levels of Service below City of Folsom, El Dorado County, and Caltrans standards for area streets and highways;
- **Air Quality** - Air pollutant emissions and concentrations in excess of local, state, and federal thresholds;
- **Noise** - Increase in roadway noise for existing and future residential areas, and other sensitive uses;
- **Visual Resources** - Extension of the edge of the metropolitan Sacramento region into an apparently rural area;
- **Housing** - Lack of low- and moderate-income housing units;
- **Biological Resources** - Conversion of wildlife habitat and loss of special status species of plants and animals;
- **Geology, Soils, and Seismicity** - Exposure to seismic hazards, loss of mineral resources, construction on steep slopes, exposure to constrained soils, increase in erosion;
- **Hydrology, Flooding, Drainage, and Water Quality** - Exposure to localized drainage and flood hazards, and water quality degradation;
- **Domestic Water** - Demand would exceed supply;

-
- **Sewer** - Flow would exceed the capacity of the Folsom interceptor;
 - **Police Protection Services** - Additional, unfunded, police officers would be needed;
 - **Fire Protection Services** - Additional, unfunded, fire personnel and equipment would be needed;
 - **Schools** - School capacities would be exceeded;
 - **Parks and Recreation** - Park facilities would be over capacity;
 - **Light and Glare** - Increase in urban light and glare in Folsom and adjacent El Dorado County;
 - **Cultural Resources** - Loss or degradation of cultural and historic resources; and
 - **Library Services** - Library facilities would be over capacity.

5. ENVIRONMENTAL SETTING AND EVALUATION OF POTENTIAL IMPACTS

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is potentially significant, but would be “less than significant with mitigation incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Greenhouse Gases | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Mandatory Findings of Significance | | |

Responses to the following questions and related discussion indicate if the proposed project will have or potentially have a significant adverse impact on the environment, either individually or cumulatively with other projects. All phases of project planning, implementation and operation are considered. Mandatory Findings of Significance are located in Section XIX below.

I. AESTHETICS

Would the project:

- Have a substantial adverse effect on a scenic vista?
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- Substantially degrade the existing visual character or quality of the site and its surroundings?
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		X	
			X
		X	
		X	

ENVIRONMENTAL SETTING

The City of Folsom is located along the western edge of the Sierra Nevada foothills. The surrounding region to the east includes commercial uses, residences, and grassy rolling hills at varying elevations. To the west is the mostly urbanized Sacramento metropolitan area.

The Folsom Lake Boat and RV Storage Facility project site is an undeveloped parcel; the gently sloping terrain has 52 oak trees. Folsom-Auburn Road is located east of the project site, with a self-storage facility to the north, commercial and industrial uses to the south, and residential uses to the west. The American River Water Education Center and Folsom Reservoir wing dam are located east of the project site across Folsom-Auburn Road. The existing visual character of the project vicinity is one of transition, changing from the commercial aspect to the south to an area with open space and some residential uses to the north and west.

Scenic vistas within Folsom vary from short-range to long-range views, depending upon the topography and the presence of mature vegetation. At the Folsom Lake Boat and RV Storage Facility project site, the elevation of the site slopes slightly from north to south, from approximately 385 feet mean sea level (MSL) at the northernmost point of the site to approximately 365 feet MSL at its southernmost point. Views into the project site are short range because of intervening vegetation, and long-range views are further truncated by changes in elevation and the presence of the 100-foot tall Folsom Reservoir wing dam. Thus, views are limited to motorists on the adjacent roadway, cyclists on the adjacent bike path, visitors at the Water Education Center, and neighboring residents to the west. Views from the site are limited to views of motorists on Folsom-Auburn Road, the nearby Water Education Center and self-storage facility, and the neighboring residences. The site appearance is one of an unmaintained vacant lot.

Neither the project site nor the views to or from the site have been designated as an important scenic resource by the City of Folsom or any other public agency. Folsom Municipal Code Section 15.59.040 (Signage) lists the adjacent roadway, Folsom-Auburn Road, as a scenic corridor, but only within the context of the City's regulation of signage.

No state or locally designated scenic highway has been identified in the vicinity of the project site (Caltrans 2011).

ENVIRONMENTAL EVALUATION

Question a: Less-than-Significant Impact. No designated scenic vistas are within the viewshed of the project site because of intervening vegetation, topography, the wing dam, commercial uses, and the neighboring residential community. Similarly, views into the site from surrounding areas do not constitute a scenic vista. For these reasons, construction and operation of the proposed boat and RV storage facility would not degrade a scenic vista. The proposed project would result in a less-than-significant impact, and no mitigation would be necessary.

Question b: No Impact. Folsom Municipal Code Section 17.59.040 includes the adjacent Folsom-Auburn Road on a list of scenic corridors, but only within the context of the City's regulation of signage. No state designated scenic highways are located within the project's viewshed or in the vicinity of the proposed project (Caltrans 2011). Therefore, implementation of the proposed boat and RV storage facility project would not adversely affect scenic resources within a state scenic highway. No impact would occur, and no mitigation would be necessary.

Question c: Less-than-Significant Impact. Implementation of the proposed project would change the short-range visual character of the project site from an undeveloped lot to a developed boat and RV storage facility with associated parking areas and other improvements. As discussed above, there are no mid-range to long-range views to and from the site.

The proposed boat and RV storage facility would be situated directly adjacent to the rear of residential lots on the east side of Lakeside Way, directly adjacent to the Superior Self-Storage Facility to the north, and across Folsom-Auburn Road from the American River Water Education Center. A decorative concrete masonry unit (CMU) sound wall would be constructed along the parcel frontage to Folsom-Auburn Road, to act as a noise barrier and to shield the view of the storage buildings for passing motorists on Folsom-Auburn Road. A similar decorative CMU sound wall would be constructed along the western boundary of the site to shield residents of the homes on Lakeside Way from the view of the storage buildings and from noise. That wall would be

constructed atop a decorative granite boulder retaining wall that would be required after grading of the project site. Views of both walls would be improved by the planting of landscaping trees along those project boundaries. Existing vegetation along the southern boundary of the project site shields the proposed storage facility from view by viewers at the retail and industrial uses to the south.

The architectural design of the facility has been coordinated to be similar to the Superior Self-Storage Facility to the north. It is in keeping with the visual character of the neighboring residential uses, and also provides a transition to the nearby commercial uses.

For these reasons, implementation of the proposed boat and RV storage facility would not substantially degrade a scenic vista or the existing visual character of the site and its surroundings. The proposed project would result in a less-than-significant impact, and no mitigation would be necessary.

Question d: Less-than-Significant Impact. As an undeveloped lot, the project site features no existing day or nighttime lighting. Implementation of the proposed project would result in new exterior lighting, such as security, signage, walkway, and landscape lighting, and interior lighting from the office/apartment windows. Because there is currently no development on the project site, the proposed lighting would result in a new or increased source of light and glare that would be visible to motorists on Folsom-Auburn Road, and to residents of the homes on Lakeside Way. However, the 10-foot high decorative sound wall on the eastern boundary of the project site would protect passing motorists on Folsom-Auburn Road from potential glare at eye level. As a condition of approval, the City would require the proposed project to comply with lighting standards that ensure that lighting on the site would be focused within the project boundary, and shielded away from adjacent roadways and properties. City standards also require that the lights be placed on a timer or photo electronic cell capable of turning the lights on and off one-half hour prior to dawn and one-half-hour past dusk.

Compliance with City lighting standards would reduce the amount of light and glare that would shine onto adjacent streets and properties, and this impact would be less than significant. No mitigation measures would be required.

II. AGRICULTURE AND FOREST RESOURCES

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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In determining whether impacts to agriculture resources are significant environmental effects, lead agencies may refer to the California Agriculture Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agriculture use or conversion of forest land to non-forest use?				X

ENVIRONMENTAL SETTING

The project site currently consists of an undeveloped lot surrounded by Folsom-Auburn Road and open space to the east, a storage facility and a mobile home community to the north, residential uses to the west, and commercial/industrial uses to the south. No agricultural activities or timber management occur on the project site or in adjacent areas, nor is the site designated or zoned for agricultural or timberland uses. The site is not subject to a Williamson Act Contract (Folsom 2008).

The Important Farmlands Map prepared for Sacramento County by the California Resources Agency classifies the project site as Other Land. According to the Farmland Mapping and Monitoring Program, Other Lands are defined to be lands not included in any other mapping

category. Included within this category is vacant and non-agricultural land surrounded on all sides by urban development. (DOC 2016)

The Natural Resources Conservation Service (NRCS) Soil Survey of Sacramento County, California indicates that the primary land use in the City of Folsom is urban development (NRCS 2015).

ENVIRONMENTAL EVALUATION

Questions a, b: No Impact. The project site is located on land classified as Other Land that is currently designated for commercial development based on the City of Folsom General Plan land use designation. No prime or important farmlands are located on the site or in the adjacent area, nor are any agricultural crops currently grown. Also, the proposed project site is not held in a Williamson Act contract. Because no important agricultural resources or activities exist within the City or on the project site, no significant impact would occur, and no mitigation would be necessary.

Questions c, d, e: No Impact. There are 52 oak trees on the project site that would be subject to the City of Folsom Tree Ordinance; however, no commercial timber management activities occur on the project site or elsewhere within the City of Folsom. No areas within the City or the project site are zoned for forestland, timberland, or timberland zoned Timberland Production. Because no important timberland resources or activities exist within the City or on the project site, no significant impact would occur, and no mitigation would be necessary.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c) Result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
- d) Expose sensitive receptors to substantial pollutant concentrations?
- e) Create objectionable odors affecting a substantial number of people?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		X	
		X	
		X	
		X	
		X	

ENVIRONMENTAL SETTING

Climate in the Folsom area is characterized by hot, dry summers and cold, rainy winters. During summer's longer daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between oxides of nitrogen (NO_x) and reactive organic gases (ROG), which result in ozone (O₃) formation. High concentrations of O₃ are reached in the Folsom area due to intense heat, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer. At this time, the greatest air pollution problem in the Folsom area is from NO_x.

The City of Folsom lies within the eastern edge of the Sacramento Valley Air Basin (SVAB). The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for implementing emissions standards and other requirements of federal and state laws in the project area. As required by the California Clean Air Act (CCAA), SMAQMD has published various air quality planning documents to address requirements to bring the SMAQMD into compliance with the federal and state ambient air quality standards. The Air Quality Attainment Plans are incorporated into the State Implementation Plan, which is subsequently submitted to the U.S. Environmental Protection Agency (EPA), the federal agency that administrates the Federal Clean Air Act (CAA) of 1970, as amended.

The City of Folsom regulates urban development through standard construction conditions and through mitigation, building, and construction requirements set forth in the Folsom Municipal Code. Required of all projects constructed throughout the city, compliance with the requirements of the City's standard conditions and the provisions of the Municipal Code avoids or reduces many

potential environmental effects. The proposed project would be subject to the City’s standard construction requirement that all construction be in compliance with applicable SMAQMD and City air pollution requirements.¹

Ambient air quality is described in terms of compliance with state and national standards, and the levels of air pollutant concentrations considered safe to protect the public health and welfare. These standards are designed to protect people most sensitive to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. The EPA has established national ambient air quality standards (NAAQS) for seven air pollution constituents (listed in Table 3). As permitted by the CAA, California has adopted more stringent state air ambient air quality standards (SAAQS) and expanded the number of air constituents regulated.

The California Air Resources Board (ARB) is required to designate areas of the state as attainment, nonattainment, or unclassified for any state standard. An “attainment” designation for an area signifies that pollutant concentrations do not violate the standard for that pollutant in that area. A “nonattainment” designation indicates that a pollutant concentration violated the standard at least once.

The EPA designates areas for ozone (O₃), carbon monoxide (CO), and nitrogen dioxide (NO₂) as either “Does not meet the primary standards,” “Cannot be classified,” or “Better than national standards.” For sulfur dioxide (SO₂), areas are designated as “Does not meet the primary standards,” “Does not meet the secondary standards,” “Cannot be classified,” or “Better than national standards.” The area air quality attainment status of the SVAB and the City of Folsom is listed on Table 3.

Table 3 Sacramento Valley Air Basin/Sacramento County/Sacramento Metropolitan Area Attainment Status		
Pollutant	State of California Attainment Status	Federal Attainment Status
Ozone	Nonattainment	Nonattainment (8-hr Severe)
Respirable Particulate Matter (PM ₁₀)	Nonattainment	Attainment (24-hour)
Fine Particulate Matter (PM _{2.5})	Attainment	Nonattainment (24-hour) Attainment/Unclassified (Annual)
Carbon Monoxide	Attainment	Attainment/Unclassified
Nitrogen Dioxide	Attainment	Attainment/Unclassified
Lead	Attainment	Attainment/Unclassified
Sulfur Dioxide	Attainment	Attainment Pending
Sulfates	Attainment	No Federal Standard
Hydrogen Sulfide	Unclassified	No Federal Standard
Visibility Reducing Particles	Unclassified	No Federal Standard

Source: ARB 2017, *Area Designations*. Accessed at <http://www.airquality.org/Air-Quality-Health/Air-Quality-Pollutants-and-Standards>.

¹ The SMAQMD also regulates construction and other activities in areas with naturally occurring asbestos. As documented in Section VIII, *Hazards and Hazardous Materials*, of this Initial Study, the Folsom Lake Boat and RV Storage Facility project is not located in an area containing naturally occurring asbestos.

The Sacramento County/Sacramento Metropolitan Area portion of the SVAB is currently in nonattainment for federal and state ozone, state PM₁₀, and federal PM_{2.5} standards. Concentrations of all other pollutants meet state and federal standards (see Table 3 above).

Ozone is not emitted directly into the environment, but is generated from complex chemical reactions between ROG, or non-methane hydrocarbons, and NO_x that occur in the presence of sunlight. ROG and NO_x generators in Sacramento County include motor vehicles, recreational boats, other transportation sources, and industrial processes.

PM₁₀, or inhalable particulate matter, is a complex mixture of primary or directly emitted particles, and secondary particles or aerosol droplets formed in the atmosphere by precursor chemicals. The main sources of fugitive dust are unpaved roads, paved roads, and construction. Additional sources of PM₁₀ include fires, industrial processes, mobile sources, fuel combustion, agriculture, miscellaneous sources, and solvents.

PM_{2.5} is atmospheric particulate matter having a particle size less than 2.5 microns (µm) in diameter. These particles are so small they can be detected only with an electron microscope. Sources of fine particles include all types of combustion, including motor vehicles, power plants, residential wood burning, forest fires, agricultural burning, and some industrial processes.

Air Quality Monitoring

The air quality monitoring network within the SVAB provides information on ambient concentrations of air pollutants in the SVAB. SMAQMD operates a monitoring station in Folsom, where the air quality data for ozone and PM_{2.5} were obtained. Other data is reported from an additional location in Sacramento County. Table 4 compares a five-year summary of the highest annual criteria air pollutant emissions collected at these monitoring stations with applicable SAAQS, which are more stringent than the corresponding NAAQS. Due to the regional nature of these pollutants, O₃, PM_{2.5}, and PM₁₀ are expected to be fairly representative of the project site.

As indicated in Table 4, O₃ and PM₁₀ standards have been exceeded in Folsom over the past five years. Although no data is available for PM_{2.5} at the Folsom monitoring station, data collected regionally (at the Sacramento Branch Center#2 monitoring site in Sacramento) shows that there have been exceedances for this pollutant as well over the last five years.

Table 4 Summary of Annual Air Quality Data for Folsom Area Air Quality Monitoring Stations

Pollutant	2012	2013	2014	2015	2016
<i>Ozone (O₃) 1-hour: Monitoring location: Folsom – Natoma Street</i>					
Maximum Concentration (ppm)	<u>0.122</u>	<u>0.114</u>	<u>0.100</u>	<u>0.114</u>	<u>0.111</u>
Days Exceeding State Standard (1-hr avg. 0.09 ppm)	19	5	7	3	6
<i>Ozone (O₃) 8-hour: Monitoring location: Folsom – Natoma Street</i>					
Maximum Concentration (ppm)	<u>0.106</u>	<u>0.087</u>	<u>0.085</u>	<u>0.093</u>	<u>0.095</u>
Days Exceeding State Standard (8-hr avg. 0.070 ppm)	57	17	35	11	24
Days Exceeding National Standard (8-hr avg. 0.075 ppm)	38	6	14	5	13
<i>PM₁₀: Monitoring location: Sacramento – Branch Center Road 2</i>					
Days Exceeding State Standard (Daily Standard 50 µg/m ³)	17.8	6.1	0.0	0.0	0.0
Maximum State 24-Hour Concentration (µg/m ³)	<u>60.0</u>	<u>63.0</u>	46.0	45.0	44.0
Days Exceeding Federal Standard (Daily Standard 150 µg/m ³)	0	0	0	0	0
Maximum Federal 24-Hour Concentration (µg/m ³)	60.0	59.0	45.0	44.0	45.0
<i>PM_{2.5}: Monitoring location: Folsom – Natoma Street</i>					
Days Exceeding National 2006 Standard (Daily Standard 35 µg/m ³)	*	*	1.0	1.1	0.0
Maximum National 24-Hour Concentration (µg/m ³)	*	29.2	<u>52.0</u>	<u>38.1</u>	25.7

Notes: Underlined Values in excess of applicable standard / ppm = parts per million / µg/m³ = micrograms per cubic meter.

*Insufficient data to determine the value

**2016 is the latest year of data available as of preparation of this section (September 2017).

Source: California Air Resources Board, 2017. Air Quality Trend Summaries. Accessed at <www.arb.ca.gov/adam>.

SIGNIFICANCE THRESHOLDS

The SMAQMD has published thresholds of significance for new projects (SMAQMD 2017), which are used to determine whether the potential air quality impacts of a proposed project are significant. The SMAQMD procedure is to quantify pollutant emissions from a project and compare the results to the significance threshold. The following emission levels have been established as the significance thresholds for those air quality impacts quantitatively assessed:

	Construction Phase	Operational Phase
<i>Reactive Organic Gases (ROG):</i>	None	65 pounds per day (lbs/day)
<i>Oxides of Nitrogen (NO_x):</i>	85 lbs/day	65 lbs/day
<i>Particulate Matter (PM₁₀):</i>	Zero (0). If all feasible BACT/BMPs are applied, then 80 pounds/day and 14.6 tons/year	
<i>Particulate Matter (PM_{2.5}):</i>	Zero (0). If all feasible BACT/BMPs are applied, then 82 pounds/day and 15 tons/year	

Additionally, the SMAQMD requires that emissions concentrations from all phases of project activities not exceed the applicable CAAQS. A project is considered to contribute substantially to an existing or projected violation of a CAAQS if it emits pollutants at a level equal to or greater than five percent of the applicable CAAQS.

ENVIRONMENTAL EVALUATION

Potential air quality impacts are assessed for both construction and operational phases of the Folsom Lake Boat and RV Storage Facility project:

- Construction includes site grading, cut and fill activities, building of structures, and paving of parking areas. Construction activities resulting in air emissions include employee commute trips, exhaust from construction equipment, fugitive dust from earthmoving activities and vehicle movement on the project site, evaporative emissions from paving of roadway surfaces, and the application of architectural coatings to the buildings. Construction of the proposed boat and RV storage facility is scheduled to begin upon project approval and would be constructed in a single phase of approximately 8 to 10 months.
- Operation activities resulting in air emissions include vehicular trips generated by the boat and RV storage, office, and residential use; area sources (architectural coating, consumer products, and landscaping); and energy use. Based on construction phasing, the boat storage facility is anticipated to become operational in 2019.

Construction and operation related emissions were calculated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.1. Output files and assumptions are attached as Appendix A).

Table 5 presents an estimate of maximum daily and annual construction and operation emissions of criteria air pollutants and precursors of primary concern for the Folsom Lake Boat and RV Storage Facility project. These air pollutants include ozone precursors (ROG and NO_x) and particulate matter (PM₁₀ and PM_{2.5}) (other pollutants of less concern are included in Appendix A).

	ROG	NO _x	PM ₁₀	PM _{2.5}
Construction Emissions (summer)	33.73 lbs/day	48.25 lbs/day	20.78 lbs/day	12.34 lbs/day
Construction Emissions (winter)	33.72 lbs/day	48.26 lbs/day	20.78 lbs/day	12.34 lbs/day
Construction Emissions (annual)	0.53 tons/yr	3.13 tons/yr	0.30 tons/yr	00.20 tons/yr
Operation Emissions (summer)	2.19 lbs/day	1.77 lbs/day	1.17 lbs/day	0.33 lbs/day
Operation Emissions (winter)	2.07 lbs/day	1.92 lbs/day	1.17 lbs/day	0.33 lbs/day
Operation Emissions (annual)	0.38 tons/yr	0.33 tons/yr	0.20 tons/yr	0.06 tons/yr

Note: CalEEMod does not have boat and RV storage as a land use category, so the Unrefrigerated Warehouse-No Rail were used to represent this use. Trip rates were changed to Mini-Warehouse (Code 151) in the ITE manual (9th edition).

Source: Planning Partners 2017. See Appendix A.

Questions a, c: Less-than-Significant Impact. Construction - NO_x Emissions. The SMAQMD has developed a screening process to assist in determining if NO_x emissions from constructing a project in Sacramento County would exceed the District’s construction significance threshold for NO_x. Construction of a project that does not exceed the screening level and meets all the screening parameters will be considered to have a less-than-significant impact on air quality. However, all construction projects regardless of the screening level are required to implement the District’s Basic Construction Emission Control Practices. (SMAQMD 2017)

Projects that are 35 acres or less in size generally will not exceed the District's construction NO_x threshold of significance. This screening level was developed using default construction inputs in the CalEEMod. This screening level cannot be used to determine a project's construction emissions will have a less-than significant impact on air quality unless all of the following parameters are met. The project *does not*:

- Include buildings more than 4 stories tall;
- Include demolition activities;
- Include major trenching activities;
- Have a construction schedule that is unusually compact, fast-paced, or involves more than 2 phases (i.e., grading, paving, building construction, and architectural coatings) occurring simultaneously;
- Involve cut-and-fill operations (moving earth with haul trucks and/or flattening or terracing hills); and
- Require import or export of soil materials that will require a considerable amount of haul truck activity. (SMAQMD 2017)

The proposed Folsom Lake Boat and RV Storage Facility project does not meet all of the screening level parameters. While the project site is only 7.18 acres, construction would include cut and fill operations. Construction emissions were estimated using CalEEMod.2016.3.1 (output files attached as Appendix A), and NO_x emissions from construction activities of approximately 48.25 lbs/day (summer) and 48.26 lbs/day winter) would be less than the SMAQMD significance threshold of 85 lbs/day. Thus, according to CalEEMod results, the project would be expected to result in less-than-significant construction NO_x emissions. This would be a less-than-significant impact, and no mitigation would be necessary.

Questions b, d: Less-than-Significant Impact. Construction - PM₁₀ and PM_{2.5} Emissions.

During typical construction projects the majority of particulate matter emissions (i.e., PM₁₀ and PM_{2.5}) are generated in the form of fugitive dust during ground disturbance activities, most of which is generated during the grading phase. PM emissions are also generated in the form of equipment exhaust and re-entrained road dust from vehicle travel on paved and unpaved surfaces.

The SJVAPCD uses the same screening level as the NO_x emission screening level to assist a lead agency in determining if PM emissions from constructing a project in Sacramento County will exceed the District's construction significance thresholds for PM₁₀ and PM_{2.5}. Construction of a project that does not exceed the screening level, meets all the screening parameters, and implements the SJVAPCD's Basic Construction Emission Control Practices (also known as BMPs) would be considered to have a less-than-significant impact on air quality. (SMAQMD 2017)

While the project site is only 7.18 acres, construction would include cut and fill operations. As estimated using CalEEMod.2016.3.1 (output files attached as Appendix A), PM₁₀ construction emissions would be reduced from 20.78 to 10.83 lbs/day and PM_{2.5} construction emissions would be reduced from 12.34 to 6.87 lbs/day by limiting vehicle speeds on unpaved roads, cleaning up trackout mud, and watering exposed surfaces two times daily. This would be less than the SMAQMD significance thresholds of 80 lbs/day PM₁₀ and 82 lbs/day PM_{2.5}. Thus, the project would be expected to result in less-than-significant construction PM emissions, and no mitigation would be necessary.

Section 6.07 of the City's Standard Construction Specifications and Details, General Provisions requires that construction contractors comply with all air pollution control rules and regulations. The proposed projects would be required to comply with all SMAQMD rules and regulations for construction, including, but not limited to, Rule 403 (Fugitive Dust) and Rule 404 (Particulate Matter). Prior to initiation of project construction, applicable SMAQMD rules will be confirmed with the Air District. In addition, all construction projects are required to implement the District's Basic Construction Emission Control Practices (SMAQMD 2009, updated May 2017). These practices include the following:

Basic Construction Emission Control Practices

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

Questions a through d: Less-than-Significant Impact. Ozone Precursor Emissions from Operations.

In order to support the use of the SJVAPCD's non-zero thresholds of significance for operational PM emissions, the SJVAPCD provides guidance on Best Management Practices (BMPs) to reduce operational PM emissions from land use development projects. As required by existing regulations, the following BMPs provided by the SJVAPCD will be included by the City of Folsom as Conditions of Approval:

1. Compliance with District rules that control operational PM and NO_x emissions. Reference rules regarding wood burning devices, boilers, water heaters, generators and other PM control rules that may apply to equipment to be located at the project. Current rules can be found on the District's website: <http://www.airquality.org/Businesses/Rules-Regulations>
2. Compliance with mandatory measures in the California Building Energy Efficiency Standards (Title 24, Part 6) that pertain to efficient use of natural gas for space and water heating and other uses at the proposed project. The current standards can be found on the California Energy Commissions website: <http://www.energy.ca.gov/title24/>

-
3. Compliance with mandatory measures in the California Green Building Code (Title 24, Part 11). The California Building Standards Commission provides helpful checklists showing the required and voluntary measures for residential and non-residential projects on its website:

<http://www.bsc.ca.gov/Home/CALGreen.aspx>.

Current mandatory measures related to operational PM include requirements for bicycle parking, parking for fuel-efficient vehicles, electric vehicle charging, and fireplaces for non-residential projects.

4. Compliance with anti-idling regulations for diesel powered commercial motor vehicles (greater than 10,000 gross vehicular weight rating). The current requirements include limiting idling time to 5 minutes and installing technologies on the vehicles that support anti-idling. Information can be found on the California Air Resources Board's website:

<http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>.

Since the proposed project may not have control over the anti-idling technologies installed on commercial vehicles coming to the project, the BMP is to provide notice of the anti-idling regulations at the delivery/loading dock and to neighbors. The notice to the neighbors should also include who at the proposed project can be contacted to file a complaint regarding idling and the California Air Resources Vehicle Complaint Hotline 1-800-363-7664.

The District has developed screening levels to help lead agencies analyze operational ROG and NO_x and PM₁₀ and PM_{2.5} emissions from projects in Sacramento County. As provided by the District, the screening levels shall not be used to evaluate operational emissions from projects that have one or more of the following characteristics:

- The project will include wood stoves or wood-burning appliances;
- The project does not include BMPs for PM emissions;
- Project trip generation rates are expected to be greater than the default trip rates in CalEEMod. The default trip rates in CalEEMod, which can be viewed in the Operational-Mobile Vehicle Trips tab, are based on standard rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual;
- The vehicle fleet mix for the project is expected to be substantially different from the average vehicle fleet mix for Sacramento County. For example, the fleet mix associated with an industrial land use project will likely consist of a high portion of heavy-duty trucks;
- The project will include mixed-use development; or
- The project will include any industrial land use types (possibly including stationary sources of emissions).

The vehicle fleet mix for the project would likely be substantially different from the average fleet mix for Sacramento County, since larger trucks would be required to transport boats and RVs. Further, the project land use type is not identified in the screening levels, and emissions from the project were estimated using CalEEMod.2016.3.1 (output files attached as Appendix A). Operational emissions of ozone precursors including ROG, NO_x, PM₁₀, and PM_{2.5} are reported in Table 5 above. The calculated ROG emissions of 2.19 lbs/day (summer)/2.07 lbs/day (winter) and NO_x emissions of 1.77 lbs/day (summer)/1.92 lbs/day (winter) would not exceed SMAQMD thresholds of 65 lbs/day. The calculated PM₁₀ emissions of 1.17 lbs/day (summer)/1.17 lbs/day (winter)/0.20 tons/year would not exceed SMAQMD thresholds of 80 lbs/day and 14.6 tons/year. The calculated PM_{2.5} emissions of 0.33 lbs/day (summer)/0.33 lbs/day (winter)/0.06 tons/year would not exceed

SMAQMD thresholds of 82 lbs/day and 15 tons/year. This would be a less-than-significant impact, and no mitigation would be necessary.

Questions b, d: Less-than-Significant Impact. The SMAQMD has developed a screening process to assist in determining if CO emissions from operations of a project in Sacramento County would exceed the District's operational significance threshold for CO. Operation of a project that does not exceed the screening level and meets all the screening parameters will be considered to have a less-than-significant impact on air quality.

The proposed project will result in a less-than-significant impact to air quality for local CO if:

- Traffic generated by the proposed project will not result in deterioration of intersection level of service (LOS) to LOS E or F; and
- The project will not contribute additional traffic to an intersection that already operates at LOS of E or F. (SMAQMD 2017)

In the case of the proposed Folsom Lake Boat and RV Storage Facility project, the intersection potentially affected by the proposed project includes Folsom-Auburn Road/Folsom Dam Road (signalized). The Folsom-Auburn Road/Folsom Dam Road intersection has not been identified as a problem intersection by the City (City of Folsom 2012) and currently operates above acceptable levels of service (i.e., LOS C or better). According to the Background Report prepared for the ongoing update of the Folsom General Plan, Folsom-Auburn Road currently provides adequate capacity in the section adjacent to the project site (Folsom 2012). Additionally, according to a 2005 traffic report prepared for a previous project considered adjacent to the site, in 2006, Folsom-Auburn Road/Folsom Dam Road was anticipated to operate at LOS B (MRO Engineers, Inc. 2005). With addition of the project traffic of approximately 17 trips during the morning peak hour and 32 trips during the evening peak hour (see Section XVI, *Transportation/Traffic* of this Initial Study), this intersection and the roadway would continue to operate at acceptable levels of service. Thus, according to SMAQMD screening criteria, the project would be expected to result in less-than-significant CO emissions. This would be a less-than-significant impact, and no mitigation would be necessary. Further, the proposed project is consistent with the City of Folsom General Plan. Therefore, its traffic impacts have previously been addressed in detail within the environmental documentation prepared in connection with that document. Therefore, no further project-specific analysis of cumulative conditions traffic operations are necessary.

Question e: Less-than-Significant Impact. During operation, the project would consist of the operation of a boat and RV storage unit business. No odors would be generated by this use. Potential effects odors would be less than significant, and no mitigation would be necessary.

Naturally Occurring Asbestos

Naturally occurring asbestos is not a potential concern in the project area. For more information and analysis, see Section VIII, *Hazards and Hazardous Materials*.

IV. BIOLOGICAL RESOURCES

Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?
- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	X		
		X	
	X		
	X		
			X

The following evaluation of biological resources and the potential environmental effects of implementing the Folsom Lake Boat and RV Storage Facility project is based on a Biological Resources Technical Report prepared by Padre Associates, Inc. (see Appendix B).

REGULATORY SETTING

The following summarizes the various federal, state, and local environmental laws and regulations that apply to this project under the CEQA.

Federal

Section 404 of the Clean Water Act - The U.S. Army Corps of Engineers (Corps) regulates the discharge of dredged or fill material into waters of the United States. Waters of the United States includes wet environments such as wetlands, rivers, creeks, tidal and ocean waters, lakes, and ponds. The Corps does not regulate all water bodies and wetlands, such as isolated waters and waters that do not have a significant nexus to navigable waters.

Any discharge of dredged or fill material requiring a Section 404 permit must also obtain a Water Quality Certification under Section 401 of the Clean Water Act from the California Regional Water Quality Control Board (CRWQCB). Discharges into waters of the State not requiring a Corps permit require a Waste Discharge Permit from the CRWQCB under the Porter Cologne Water Quality Control Act (see Section IX, *Hydrology and Water Quality*, of this IS/MND for more details).

Federal Endangered Species Act - The Federal Endangered Species Act (FESA) provides a process to protect federally listed threatened and endangered species. The U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) administer the FESA. Section 9 of FESA prohibits the “take” of species listed under FESA, except when authorized by a permit; take is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” In addition, special management considerations or protections may apply to specific portions of the geographical area occupied by a species at the time of its listing (designated as Critical Habitat). All project sponsors, except federal agencies, are required to consult with USFWS and National Oceanic and Atmospheric Administration (NOAA) Fisheries on actions that may have direct or indirect impacts on species listed under FESA, and to obtain a permit under Section 10 of FESA for any “take” of such a species that might result from implementing the proposed project.

Migratory Bird Treaty Act/Bald Eagle and Golden Eagle Protection Act - The USFWS administers the federal Migratory Bird Treaty Act (MBTA) and the Bald Eagle and Golden Eagle Protection Act. The MBTA prevents the removal of trees, shrubs, and other structures containing active nests of migratory bird species that may result in the loss of eggs or nestlings. The Bald Eagle and Golden Eagle Protection Act prohibits the taking or possession of bald and golden eagles, their eggs, or their nests without a permit from the USFWS. Most bird species occurring in California fall under the protection of the MBTA, except those species that belong to the families not listed in any of the four treaties, such as European starling (*Sturnus vulgaris*).

State of California

California Endangered Species Act - The California Department of Fish and Wildlife (CDFW) administers the California Endangered Species Act (CESA), which is similar to the federal ESA. CESA requires state agencies to consult with CDFW when preparing CEQA documents to assure that the proposed action does not jeopardize the listed species. CDFW also developed a list of Species of Special Concern, which include species in California whose numbers, reproductive success, or habitat may be threatened.

Section 1602 of the Fish and Game Code – Section 1602 of the California Fish and Game (CFG) Code requires project proponents to notify CDFW before implementing any project that would divert, obstruct, or change the natural flow, bed, channel, or bank of any river, stream, or lake. Preliminary notification and project review generally occur during the environmental process. When an existing fish or wildlife resource may be substantially adversely affected, CDFW is required to propose reasonable changes to the project to protect the resources. These modifications are formalized in a Streambed Alteration Agreement that becomes part of the plans, specifications, and bid documents for the project.

Section 3511 of the Fish and Game Code – Section 3511 of the CFG Code protects wildlife and plants, and designates species that are afforded “Fully Protected” status. Sections 4700 and 5515 assign the same status to specified mammals and fish. These statutes generally provide that

specifically identified birds, mammals, and fish “or parts thereof may not be taken or possessed at any time...” For fully protected fish and mammals, the only exception to the take prohibition is the Fish and Game commission may authorize the collecting of such species “for necessary scientific research...”

Section 3513 of the Fish and Game Code – In addition to protection under the Migratory Bird Treaty Act, migratory birds are also protected by the State of California, under Section 3513 of the CFG Code. The CFG Code Section 3503 prohibits the take, possession, or needless destruction of the nest or eggs of any bird; Section 3503.5 prohibits the take, possession, or needless destruction of any nests, eggs or birds in the orders Falconiformes (new world vultures, hawks, eagles, ospreys and falcons, among others) or Strigiformes (owls); Section 3511 prohibits the take or possession of fully protected birds; and Section 3513 prohibits the take or possession of any migratory nongame bird or part thereof as designated in the MBTA. Construction disturbance that causes nest abandonment and/or loss of reproductive effort is considered “take” by the CDFW.

Section 401 of the Clean Water Act – The Corps cannot issue a federal permit until the State of California first issues a water quality certification to ensure that a project will comply with state water quality standards. The authority to issue water quality certifications is vested with the Central Valley Regional Water Quality Control Board (CVRWQCB).

California Native Plant Society - The California Native Plant Society (CNPS) maintains a list of plant species native to California that have low population numbers, limited distribution, or is otherwise threatened with extinction. Potential impacts to CNPS-listed plants are considered under CEQA review.

City of Folsom

The City of Folsom regulates urban development through standard construction conditions and through the mitigation, building, and construction requirements set forth in the Folsom Municipal Code. Compliance with the requirements of the City’s standard conditions and the provisions of the Municipal Code is required for all projects constructed throughout the City, and this avoids or reduces many potential environmental effects.

Chapter 12.16 of the Folsom Municipal Code, the Tree Preservation Ordinance, regulates the cutting or modification of specified trees (City of Folsom 2013) and specifies measures necessary to protect both ornamental and native oak trees. The City of Folsom tree ordinance requires issuance of a permit for any regulated activity that may affect a protected tree or within the protected zone of a protected tree (except those activities specifically exempted under Section 12.16.030(B)). Protected trees include the following:

- Native oak trees (valley oak, blue oak, interior live oak, and hybrids) with a trunk diameter at breast height (4.5 feet above grade) greater than six inches, or 20 inches of aggregate diameter from multi-trunk specimens;
- Heritage trees, which are native oak trees over 19 inches in diameter at breast height or 38 inches of aggregate diameter of multi-trunk specimens;
- Street tree, which is any tree growing within the tree maintenance strip and contained on the master tree list maintained by the City; and,
- Landmark tree, which is a tree or group of trees determined by the City Council to be a significant community benefit.

ENVIRONMENTAL SETTING

The 7.18-acre project site is located to the west of the intersection of Folsom-Auburn Road and Folsom Dam Road in the City of Folsom (see Figure 2). The site is primarily composed of a disturbed oak woodland and sparse herbaceous understory within a disturbed, undeveloped area. Parcels surrounding the project site have been developed for commercial and residential uses. Construction of a self-storage facility is currently underway on the parcel located immediately adjacent to the project site to the north.

Habitat and Vegetation

Vegetation communities with the project area include remnant wood Oakland, annual grassland, and ruderal lands. In addition, there is disturbed riparian habitat associated with a drainage channel in the southern portion of the site. Vegetation communities identified on site include:

Annual Brome Grassland. This vegetation community is common throughout foothills and rangelands, and in the openings of woodlands. It is found throughout the project site, in areas where the tree canopy is sparse or completely absent.

Interior Live Oak Woodland. This cover type includes blue oak, interior live oak, California buckeye, Foothill pine, and California bay. The Interior Live Oak Woodland cover type occurs in the northern portion of the project site.

Ruderal. Ruderal vegetation cover types are often defined by human disturbance, such as a path or road. This community does not provide ideal habitat for most wildlife species, although it can be used for foraging. On the project site it occurs within the previously disturbed areas.

Himalayan Blackberry Brambles. This cover type supports a dominance of Himalayan blackberry in the shrub layer; the most visible trees include Fremont cottonwood, oak trees, and willows. On the project site, this community is located in the southern portion of the site, associated with the riparian corridor along the drainage channel.

Waters and Wetlands. The National Wetland Inventory of the Folsom quadrangle was reviewed to assist in the identification of waters and wetlands on the site. While the map did not report any wetland features, site surveys identified riparian wetlands in the southern portion of the site associated with a channel located offsite to the south. In addition, one potential wetland feature was identified in the northern portion of the project site.

A preliminary jurisdictional delineation was completed for the project by Sycamore Environmental Consultants, Inc. The preliminary jurisdictional delineation examined the potential wetland areas and determined that the potential wetland in the southern portion of the site did meet the three parameters for a federal wetland, while the potential wetland feature in the northern portion of the site did not. The Corps has not yet verified the preliminary jurisdictional delineation.

Soils

Based on a review and analysis of the U.S. Department of Agriculture's Web Soil Survey for Sacramento County (NRCS 2017), two soil map units occur within the study area:

- Andregg coarse sandy loam, 2 to 8% slopes (103)
- Andregg-Urban land complex, 2 to 8% slopes (105)

Special-Status Species

The Biological Resources Technical Report prepared by Padre Associates, Inc. (see Appendix B) includes an evaluation of the potential presence of special-status species within the project site. The special-status species evaluation considers those species identified as having relative scarcity and/or declining populations by the USFWS or CDFW, including those formally listed as threatened or endangered, those proposed for formal listing, candidates for federal listing, and those classified as species of special concern by CDFW. Also included are those plant species considered to be rare, threatened, or endangered in California by the CNPS, and the taxa that meet the criteria for listing under Section 15380 of the State CEQA Guidelines.

A record search of the California Natural Diversity Data Base (CNDDDB) was conducted to identify all documented sightings of special-status species within a 10-mile radius of the study area. Additionally, all special-status species plants listed by the CNPS as occurring within the "Folsom, California" 7.5-Minute USGS Topographic Quadrangle and the immediately surrounding nine quadrangles were included. Special-status species identified in that table include 19 plants, 4 invertebrates, 2 fishes, 3 amphibians, 12 birds, and 2 mammals (see Appendix B).

Wildlife Corridors/Animal Movement

Wildlife migration corridors connect fragmented habitat patches that allow for physical and genetic exchange between otherwise isolated wildlife populations. They may be local, such as those between foraging and nesting or denning areas, or they may be regional in extent.

The project site is surrounded by existing urban uses, including Folsom-Auburn Road to the east, residential development to the west, and commercial/industrial uses to the north and south. There is riparian habitat on the southern portion of the site that provides marginal migration habitat, as it is discontinuous and features only patchy vegetative cover between largely developed urban areas.

Protected Trees

An Arborist Report and Tree Inventory Summary was conducted by Sierra Nevada Arborists to identify trees on the project site subject to the City of Folsom Tree Preservation Ordinance, including "native oaks," "heritage trees," "street trees," and "landmark trees" as defined in Folsom City Code Section 12.16.020. Information was collected for each tree, including: tree species, diameter at breast height (dbh), dripline radius, health, and structure.

Field reconnaissance and inventory efforts identified 52 trees on the project site measuring six inches in diameter and larger dbh. These trees are protected by the Tree Preservation Ordinance. They include 24 blue oak, 27 interior live oak, and 1 valley oak. Three of the interior live oak trees and 1 blue oak tree have a trunk dbh greater than 19 inches, qualifying them as heritage trees.

Habitat Conservation Plans

No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been approved for the City of Folsom.

ENVIRONMENTAL EVALUATION

Question a: Less-than-Significant Impact with Mitigation. The proposed project would convert an undeveloped and vegetated lot to a developed use. Construction activities and development of the site could potentially disturb non-special status wildlife species on the project site and in adjacent habitat, and result in the mortality of less mobile species, particularly ground-dwelling species. In order to reduce this potential impact, the City of Folsom will impose a condition of approval, to include: fencing of environmentally sensitive areas; staging of construction in previously disturbed areas; and treatment of excavations to prevent the unintentional entrapment of wildlife. This would be a less-than-significant impact, and no mitigation would be necessary.

Valley elderberry longhorn beetle (VELB) is a federally threatened insect species. It was listed as a Threatened species by the USFWS on August 10, 1980. The USFWS published a recovery plan for the VELB in 1984 (U.S. Fish and Wildlife Service, 1984). Construction of the Folsom Lake Boat and RV Storage Project could potentially impact the VELB due to the presence of blue elderberry shrubs within the project site. This would be a significant impact.

There are four live and two dead blue elderberry shrubs within the development footprint of the project (see Appendix B, Figure 2). All shrubs had stems greater than one inch in diameter and would be considered potential VELB habitat. Construction of the project would likely require removal of all of the blue elderberry shrubs. Although the blue elderberry shrubs on the site are not part of an existing riparian corridor, because the site is within the range of the VELB and the nearest recorded occurrence of the VELB is 0.25-miles from the site, the blue elderberry shrubs on site may support the VELB, and removal of the elderberry shrubs may impact the VELB. The following mitigation measures outlined by USFWS would be required:

Mitigation Measure BIO-1:

Removal and transplantation of blue elderberry shrubs for construction of the Folsom Lake Boat and RV Storage Project will require consultation with the USFWS. Mitigation for the loss of VELB habitat on the site shall be consistent with mitigation guidelines outlined in *The Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle* and shall include the following:

- A qualified biologist shall conduct exit hole surveys consistent with guidelines in *The Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle* to determine occupancy of the shrubs onsite by the VELB.
- In the absence of exit holes, the qualified biologist shall conduct additional analysis to determine if there is a riparian area, elderberry shrubs, or known VELB records within 800 meters (2,526 feet) of the proposed project. Additionally, the biologist shall assess whether the site was continuous with a historical riparian corridor.
- If elderberry shrubs are determined to be occupied by the VELB, impacts to individual shrubs in non-riparian habitat shall be mitigated through transplantation of the shrub and 1:1 compensatory mitigation. Compensatory mitigation can be accomplished

through the purchase of credits at a Service-approved mitigation bank, applicant provided on-site mitigation, or applicant provided off-site mitigation. Shrub transplantation and compensatory mitigation shall be consistent with guidelines provided in *The Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle* and approved by the USFWS.

- The Owner/Applicant shall consult with USFWS prior to implementation of the project to obtain all required state and federal permits and authorizations for potential impact to listed species.

Implementation of mitigation measures would reduce this potential effect to a less-than-significant level, and no further mitigation would be required.

Question b: Less-than-Significant Impact. Construction of the proposed facility would result in the conversion of annual grassland, oak woodland, and riparian wetland habitat. To the extent to which these habitats exist on the project site, they may provide forage, cover, and breeding elements for wildlife species.

Project implementation would result in the permanent loss of approximately five acres of semi-natural grassland, approximately two acres of oak woodland, and less than 0.1-acre of wetlands. Because of the limited value of the disturbed habitats on site, and the developed land uses surrounding the site, conversion of the site would not result in a significant loss to non-listed plant and animal species. This would be a less-than-significant impact, and no mitigation would be required. See Question a for impacts to special-status species, Question c for impacts to wetlands, and Question e for impacts to oak woodland habitat.

Question c: Less-than-Significant Impact with Mitigation. Biological surveys of the proposed project site conducted in September 2017 identified an off-site channel and associated riparian wetland in the southern portion of the project site. In addition, one potential wetland area was observed in the northern portion of the project site (see Appendix B, Figure 2).

The applicant has prepared a preliminary jurisdictional wetland delineation for the site that indicates that the riparian wetlands are potentially under federal jurisdiction and the northern potential wetland area is not. Preliminary calculations indicate that approximately 0.069-acres of potentially federally jurisdictional wetlands would be impacted by the project, and must be verified by the Corps prior to project implementation. Depending on the extent of state and federal jurisdiction identified, some of the following authorizations may be required:

- Clean Water Act Section 404 Discharge/Fill Permit from the Corps;
- Clean Water Act Section 401 Water Quality Certification from the CVRWQCB; and,
- Fish and Game Code Section 1600 Lake/Streambed Alteration Agreement from the CDFW

As a result, the following mitigation measure would be required:

Mitigation Measure BIO-2:

- A jurisdictional delineation of Waters of the United States on the project site shall be completed to confirm the limits of jurisdictional areas and potential project impacts. The delineation shall be verified by the Corps. The verified delineation will provide the

owner/applicant with the impact acreage necessary for preparing a Waters of the United States /Wetland Mitigation Plan and/or permit application if impacts to jurisdictional areas cannot be avoided. Since a wetland delineation has been provided, can we provide more specific information on the impacts (0.069-acres) and the required Corps Permits and mitigation?

- If project impacts to federal and state jurisdictional areas are identified, the owner/applicant shall obtain all necessary permits for impacts to Waters of the United States and wetlands from the Corps and Regional Water Quality Control Board (RWQCB) and/or for impacts to the Streambed from California Department of Fish and Wildlife (CDFW) prior to project implementation. The project must comply with all permit conditions. Compensatory mitigation must be consistent with the regulatory agency standards pertaining to mitigation type, location, and ratios, but will be accomplished with a minimum of 1:1 replacement ratio.
- If compensatory mitigation is needed, the owner/applicant may satisfy all or a portion of Waters of the United States and wetlands mitigation through the purchase of “credits” at a mitigation bank approved by the Corps, RWQCB, and/or CDFW for compensatory mitigation of impacts to hydrologically similar Waters of the United States, or through other means, such as on- or off-site wetland creation, conservation easement, contribution to approved in-lieu habitat fund, etc. The mitigation plan shall be approved by the permitting agencies.

Implementation of the mitigation measure would reduce potential impacts to wetlands to a less-than-significant level, and no further mitigation would be necessary.

Question d: Less-than-Significant Impact with Mitigation. The project site is surrounded by existing urban uses, including Folsom-Auburn Road to the east, residential development to the west, and commercial and industrial uses to the north and south. There is riparian habitat on the southern portion of the site that provides marginal migration habitat, as it is discontinuous and features only patchy vegetative cover between largely developed urban areas. The impact to migration corridors would be less than significant, and no mitigation would be necessary.

The proposed project is situated within areas of oak woodland, disturbed riparian, and semi-natural annual grassland. During construction, tree removal and ground-clearing activities could potentially impact nesting birds that are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711) and CFG codes (Sections 3503, 3503.5, and 3800). The laws and regulations prohibit the take, possession, or destruction of birds, their nests, or eggs. Disturbance that causes nest abandonment and/or loss of reproductive effort could be considered a “take.” This would be a significant impact. The following mitigation measure would be required:

Mitigation Measure BIO-3:

- 3a. The owner/applicant shall schedule vegetation removal and ground-clearing activities prior to the initiation of nesting activity (March) or after fledging (August).
- 3b. If Measure BIO-3a is infeasible, the owner/applicant shall conduct pre-construction surveys between March 1 and August 15 in potential nesting habitat to identify nest sites. If an active raptor nest is observed within 500 feet of the project site, contact CDFW for guidance and/or establish a 500-foot buffer around the nest tree. If a passerine bird nest is observed during surveys, a 100-foot buffer around the nest will be established or

consultation with CDFW should be conducted for a reduced buffer zone based on nesting phenology, site conditions, and recommendation(s) of a biological monitor. Construction activities in the buffer zone will be prohibited until the young have fledged.

With implementation of Mitigation Measure BIO-3, impacts to protected bird species would be reduced to a less-than-significant level.

Question e: Less-than-Significant Impact with Mitigation. Construction of the Folsom Lake Boat and RV Storage Facility project would result in the loss of oak trees protected by the City's tree ordinance.

The Arborist Report found that the project site contains 52 native oak trees, including 24 blue oaks, 27 interior live oaks, and 1 valley oak. These trees would be protected under the City's Tree Preservation Ordinance. Of the protected trees, 4 trees were of sufficient size to qualify for protection as heritage oaks under the Ordinance. No trees were found to qualify for protection as street trees or landmark trees. The construction of the proposed project would result in the removal of 39 trees, including 3 trees that qualify as heritage oak trees. (Sierra Nevada Arborists 2016)

The removal of 39 protected trees would constitute a significant impact. Implementation of the following mitigation measure would ensure compliance with the City's Tree Preservation Ordinance, and result in a less-than-significant impact.

Mitigation Measure BIO-4:

The owner/applicant shall obtain a tree removal permit and mitigate for removal of protected and heritage trees in accordance with Chapter 12.16 of the City of Folsom Municipal Code for Tree Preservation. This shall include the following:

- An application containing an application form, justification statement, site map, preservation program, and arborist's report shall be submitted to the City of Folsom for issuance of a tree permit.
- A Mitigation Plan shall be prepared to mitigate for removal of protected and heritage trees. Mitigation Plans can include on-site mitigation or offsite mitigation. Onsite mitigation can consist of a combination of existing tree preservation and mitigation tree planting based on tree planting requirements. Offsite mitigation can consist of dedication of property for the purpose of planting trees, or the payment of an inch-for-inch replacement in-lieu fee, as set by city council resolution to cover the cost of purchasing mitigation. Mitigation tree planting for approved removal of each protected tree shall be based on the size of each protected tree removed. The following table outlines mitigation tree planting requirements.

Size of Protected Tree Removed	Mitigation Required		
	Replacement Planting		In-lieu Fee
	15-Gallon Native oak	24-inch box Native oak	
6" – 10"	8	4	Fee set by City Council Resolution
>10" – 15"	15	6	Fee set by City Council Resolution
>15" – 20"	20	10	Fee set by City Council Resolution
>20" -25"	30	15	Fee set by City Council Resolution
>25" – 30"	35	17	Fee set by City Council Resolution
>30" – 35"	40	20	Fee set by City Council Resolution
>35" – 40"	20	25	Fee set by City Council Resolution
>40"	---	35	Fee set by City Council Resolution

- Mitigation for the removal of protected trees may also be in the form of preserving an existing, and sustainable preserve of oaks, subject to the approval of the approving authority. At a minimum, the preserved area must contain diameter inches and tree species equivalent to the inches and species of the protected trees to be removed. The preservation area must be either dedicated to the City, placed in a conservation easement, or some other method accepted by the City Council to ensure preservation of the oak woodland habitat.
- The owner/applicant shall retain a certified arborist for implementation of the project. Arborist shall be responsible for overseeing onsite tree removal and tree preservation. The applicant shall place high visibility fencing around each protected tree or group of trees to be preserved onsite to avoid encroachment within the protected zone of protected trees. Fencing shall be installed prior to any construction onsite and shall enclose the entire protected zone. Parking of vehicles, equipment, or storage of materials is prohibited within the protected zone of protected trees with the exception of street trees as outlined in Section 12.16.030 of the City of Folsom Tree Ordinance. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree.

With implementation of this mitigation measure, the impact to protected trees would be reduced to a less-than-significant level, and no further mitigation would be required.

Question f: No Impact. Because no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been approved for the City of Folsom, implementation of the proposed Folsom Lake Boat and RV Storage Facility project would not conflict with any conservation plan. No impact would result, and no mitigation would be necessary.

V. CULTURAL RESOURCES

Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?
- b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- d) Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	X		
	X		
		X	
	X		

The North Central Information Center (NCIC) of the California Historical Resources Information System conducted a complete records search for site records and survey reports within ¼ mile of the proposed project site. Results of the search indicate that no prehistoric-period resources have been reported within the proposed project site or in the surrounding study area, and that there is low potential for locating pre-historic period cultural resources in the vicinity of the proposed project.

One historic-period cultural resource was identified within the project site on an 1856 General Land Office plat; it includes nineteenth-century fences, a field, a ditch, and a cabin. However, the 1967 Folsom quad map from the United States Geographical Service (USGS) shows no evidence of this previously identified cultural resource. The USGS map did show evidence of twentieth-century roads, power lines, buildings, reservoirs, a dam, and an aqueduct. Additional information was requested from the NCIC on the site, and their report identified a segment of the 1862 Sacramento, Placer, and Nevada railroad.

In October 2017, the project site was the subject of an Archaeological Inventory Survey conducted by Sean Michael Jensen, M.A. of the Genesis Society. The study included a NCIC records search and a pedestrian field survey of the project area. As described in the report, “The purpose of the pedestrian survey is to ensure that any previously recorded sites identified during the records search are re-located and existing evaluations updated based on current site and field conditions.” (Genesis Society 2017) In summary, the report found that no historic-era resources were present within the project area.

ENVIRONMENTAL SETTING

Implementation of the proposed project would result in the construction of a boat and RV storage facility on a vacant parcel on the west side of Folsom-Auburn Road in the northwest portion of the City of Folsom. A review of historical aerial photography of the project site shows previous commercial uses on portions of the site, including a nursery and an auto storage/repair facility. Additionally, a portion of the project site was previously disturbed for the installation and maintenance of towers to support high-voltage power transmission lines. The area surrounding the project site has been previously disturbed by the development of neighboring commercial and residential uses, and most recently by construction of the Superior Self Storage facility immediately north of the project site. The site has not been identified as a cultural resource by the City based on the City of Folsom Cultural Resources Inventory (City of Folsom 2017).

The City of Folsom has been a key site in significant early California history. The City played an important role in the gold rush, railroading, and the development of hydropower in California. Additionally, the early development of Folsom was accomplished by a diversity of ethnic groups found in few other places in California.

The Native Americans who occupied the area of the City, at the time of Euro American contact (ca. 1845), are known as the Southern Maidu or Nisenan. Ethnographers who have studied these Penutian-speaking people generally agree that their territory included the drainages of the Bear, American, Yuba, and southern Feather Rivers. Permanent settlements were on ridges separating parallel streams, or on crests, knolls, or terraces located part way up the slope (Kroeber 1925).

Several gravel bars situated along the American River were rich in gold. Stores of gold were located at Slate Bar, across from Folsom State Prison, in the early 1850s. During the 1880s and 1890s, mining occurred within Folsom's city limits.

REGULATORY SETTING

State and federal legislation requires the protection of historical and cultural resources. In 1971, President's Executive Order No. 11593 required that all federal agencies initiate procedures to preserve and maintain cultural resources by nomination and inclusion on the National Register of Historic Places. In 1980, the Governor's Executive Order No. B-64-80 required that state agencies inventory all "significant historic and cultural sites, structures, and objects under their jurisdiction which are over 50 years of age and which may qualify for listing on the National Register of Historic Places." Section 15064.5(b)(1) of the CEQA Guidelines specifies that projects that cause "...physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired" shall be found to have a significant impact on the environment.

For the purposes of CEQA, a historical resource is a resource listed in, or determined eligible for listing in the California Register of Historical Resources. When a project could impact a site, it needs to be determined whether the site is an historical resource, which is defined as any site which:

- (A) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and,
- (B) Meets any of the following criteria:
 - 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - 2. Is associated with the lives of persons important in our past;
 - 3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - 4. Has yielded, or may be likely to yield, information important in prehistory or history.

Standard Construction Specifications include Article 11 - Cultural Resources, which provides direction on actions to be taken in the event that materials are discovered that may ultimately be identified as a historical or archaeological resource, or human remains (City of Folsom 2017b).

ENVIRONMENTAL EVALUATION

Questions a, b, and d: Less-than-Significant Impact with Mitigation. The project site and vicinity have been previously disturbed by the development of neighboring commercial, industrial, and residential uses, and most recently by construction of the Superior Self Storage facility immediately north of the project site. A review of historical aerial photography of the project site dating back to May 1993 shows a variety of commercial uses of portions of the site, including a nursery and an auto storage/repair facility. Additionally, power transmission line towers have been constructed and maintained both on and near the project site. No historic or archaeological resources, or human remains, were identified on the project site or in the vicinity as a result of these previous activities.

Implementation of the proposed project would result in site clearing, grading, and other ground disturbing activities that could adversely affect unknown cultural resources. Significant cultural remains can exist below the soil surface, and construction activities on the project site could unearth and potentially damage cultural resources. This would be a potentially significant impact.

The following mitigation measures, in addition to compliance with standard City requirements set forth in the City's Standard Construction Specifications, Article 11 - Cultural Resources, would be required. By establishing procedures to properly address this potential effect, implementation of the following mitigation measure would reduce this impact below a level of significance.

Mitigation Measure CUL-1:

If any archaeological, cultural, historical resources, artifacts, or other features are discovered during the course of construction anywhere on the project site, work shall be suspended in that location until a qualified professional archaeologist assesses the significance of the discovery and provides consultation with staff, the Folsom Historical Society, and the Heritage Preservation League. Appropriate mitigation, as recommended by the archaeologist, shall be implemented. If agreement cannot be reached, the Planning Commission shall determine the appropriate implementation measure.

Mitigation Measure CUL-2:

In the event human remains are discovered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code 5097.98. If the coroner determines that no investigation of the cause of death is required and if the remains are of Native American Origin, the coroner will notify the Native American Heritage Commission, which in turn will inform a most likely decedent. The decedent will then recommend to the landowner or landowner's representative appropriate disposition of the remains and any grave goods.

Implementation of mitigation identified above and standard City requirements would assure that no adverse effects to unknown cultural resources would occur until such resources had been evaluated and any necessary mitigation had been performed. No residual significant impacts would exist, and no additional mitigation would be necessary.

Question c: Less-than-Significant Impact. No unique geological features are present in the proposed project area. For this reason, such resources would not be adversely affected.

The Society of Vertebrate Paleontology (SVP 2010) has established three categories of sensitivity for paleontological resources: high, low, and undetermined. Areas where fossils have been previously found are considered to have a high sensitivity and a high potential to produce fossils. Areas that are not sedimentary in origin and that have not been known to produce fossils in the past typically are considered to have low sensitivity. Areas that have not had any previous paleontological resource surveys or fossil finds are considered to be of undetermined sensitivity until surveys and mapping are performed to determine their sensitivity.

The underlying bedrock on the site is composed of Mesozoic Rocklin Pluton rocks (DMG 2011). According to the Society of Vertebrate Paleontology, “Some rock units have no potential to contain significant paleontological resources, for instance high- grade metamorphic rocks (such as gneisses and schists) and plutonic igneous rocks (such as granites and diorites). Rock units with no potential require no protection nor impact mitigation measures relative to paleontological resources.” Additionally, the site has previously been disturbed by the construction of electrical towers and the neighboring commercial and residential uses. Therefore, it is extremely unlikely that unique paleontological resources would be found in local sediments; geologic units at the project site may be considered to have no paleontological sensitivity. A less-than-significant impact on previously unknown paleontological resources would result from construction activities associated with the project. No mitigation would be necessary.

VI. GEOLOGY AND SOILS

Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? X
 - ii) Strong seismic ground shaking? X
 - iii) Seismic-related ground failure, including liquefaction? X
 - iv) Landslides? X
- b) Result in substantial soil erosion or the loss of topsoil? X
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? X
- d) Be located expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? X
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? X

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
			X
		X	
		X	
	X		
		X	
		X	
			X

ENVIRONMENTAL SETTING

The proposed project site was the subject of a geotechnical investigation in 2005, as part of a larger project proposed to the City of Folsom. Raney Geotechnical, Inc. prepared the initial Geotechnical Investigation in 2005. This report was updated in March 2015. The update provides current information on site conditions and includes recommendations for proposed excavation and construction activities (Raney Geotechnical, Inc., 2005 and 2015).

Existing project site elevations range from 365 to 383 feet MSL. With project implementation and grading, elevations on the site would range from 368 to 385 feet MSL. The highest elevations would be located at the northeast corner of the project site, adjacent to the Superior Self Storage facility.

Geology

The project area is located at the western margin of the Sierra Nevada foothills. The local area geology is composed of Mesozoic Rocklin Pluton rocks (DMG 2011).

The Foothill fault system is located along the western flank of the Sierra Nevada, and is the closest seismic source to the project site, located over 50 miles north of the project site. Although numerous faults have been mapped in the region, historic seismicity has been minor, and no faults occur within the project site, or in the project vicinity. The August 1, 1975 earthquake near Oroville,

approximately 70 miles northwest of Folsom, produced the most significant groundshaking within the project area. The earthquake occurred on a previously unknown fault trace in the Foothills fault system. The Bear Mountain Fault, four miles east of Folsom, is a potentially active trace of the Foothills fault system. Although historic seismic activity has been minor along this fault, the potential for strong ground shaking is present. An earthquake on the Bear Mountain fault could cause bedrock accelerations up to 0.35 g (acceleration of gravity). The project area is within seismic risk Zone 3. A maximum credible earthquake (Richter scale magnitude 6.5) on the Bear Mountain Fault could cause groundshaking of modified Mercalli scale intensity VII or greater, and subsequently cause major damage to structures and injury to people (Folsom/USBR 1992).

The Alquist-Priolo Act was passed in 1972 to mitigate the hazard of surface faulting to structures designed for human occupancy. The purpose of the Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. There are no active or potentially active faults located within the project site or in the project vicinity as mapped under the Alquist-Priolo Earthquake Fault Zone Act (CGS 2015).

Soils

Soils found on the project site are identified as Andregg coarse sandy loam, 2 to 8 percent slopes, and Andregg-Urban land complex, 2 to 8 percent slopes (see Table 6). The boat and RV storage buildings would be constructed solely on the Andregg coarse sandy loam soil. This soil is moderately deep, well-drained, and has low shrink-swell potential. Permeability is moderately rapid in the Andregg soil. Runoff is slow or medium and the hazard of water erosion is slight or moderate. This soil is typically used for urban or recreational development. When urban development occurs on this soil, the main limitation is slope. When leveled, the soil type is considered to be suitable for all urban uses with proper design and construction. (USDA NRCS 1993)

Table 6 Soil Types within the Project Site	
Soil Type	Acres
Andregg coarse sandy loam, 2 to 8 percent slopes	6.6
Andregg-Urban land complex, 2 to 8 percent slopes	0.6

Source: USDA, NRCS Web Soil Survey 2016.

CITY REGULATION OF GEOLOGY AND SOILS

The City of Folsom regulates the effects of soils and geological constraints on urban development primarily through enforcement of the California Building Code (CBC), which requires the implementation of engineering solutions for constraints to urban development posed by slopes, soils, and geology. In addition, the City’s Grading Ordinance (Folsom Municipal Code Section 14.29) regulates grading citywide to require revegetation and to control erosion, stormwater drainage, and ground movement (City of Folsom 2017).

ENVIRONMENTAL EVALUATION

Question a (i): No Impact. There are no active or potentially active faults located within the project site, or in the project vicinity as mapped under the Alquist-Priolo Earthquake Fault Zone Act (CGS 2015). Because no fault traces underlie the project site, no impact would result with project implementation, and no mitigation would be necessary.

Question a (ii): Less-than-Significant Impact. The State Division of Mines and Geology has published a map of maximum expectable earthquake intensities for California. The project area is within seismic risk Zone 3. A maximum credible earthquake (Richter scale magnitude 6.5) on the Bear Mountain Fault could cause groundshaking of modified Mercalli scale intensity VII or greater, and subsequently cause major damage to structures and injury to people within the project area (Folsom/USBR 1992). While earthquake-induced groundshaking could occur in the project vicinity, historically, seismic activity in the Folsom area has been limited. Further, construction of the proposed project in accordance with the requirements of the CBC would provide protection in the event of a seismic event. Compliance with the CBC would reduce potential seismic impacts to levels considered acceptable for the project site and the region. As a result, the project would not expose people or structures to substantial adverse effects of seismic events. This would be a less-than-significant impact, and no mitigation would be required.

Question a (iii): Less-than-Significant Impact. Liquefaction is a process by which water saturated materials, such as soil and sediment, lose strength and fail during strong ground shaking. Liquefaction occurs when granular material is transformed from a solid state into a liquefied state as a consequence of increased water pressure. Liquefaction is most commonly induced by strong groundshaking associated with earthquakes.

Factors that contribute to liquefaction potential include soil type, the level and duration of seismic ground motions, the type and consistency of soils, and the depth to groundwater. Liquefaction can occur where unconsolidated sediments and a high water table coincide. According to the NRCS, the predominant soil within the project site consists of Andregg coarse sandy loam, a soil that is not susceptible to liquefaction (NRCS 2016).

The proposed project would also be constructed in accordance with building standards imposed by the City and the requirements of the CBC. Compliance with CBC requirements would further reduce potential impacts related to liquefaction. For these reasons, impacts related to seismic-related ground failure or liquefaction hazard at the project site would be less than significant. No mitigation would be necessary.

Question a (iv): Less-than-Significant Impact. In Sacramento County, only a narrow strip of land along the eastern boundary is considered to have landslide potential (Sacramento County 2012). This strip extends from the Placer County line to the Cosumnes River. The project site is not located within this area of the city. Because of the relatively flat topography of the site, the proposed project would not be exposed to potential adverse effects, including the risk of loss, injury, or death involving a landslide. This would be a less-than-significant impact, and no mitigation would be necessary.

Question b: Less-than-Significant Impact with Mitigation. Soils found on the project site are identified as the Andregg series. These soils are well-drained and have a slow or moderate runoff rate. Although the hazard of erosion is slight or moderate, grading and construction proposed on the project site could result in erosion during the construction period.

The Geotechnical Investigation of the project site completed in 2005 and updated in 2015 provides information on soil hazards; implementation of its recommendations would reduce potential soil erosion impacts. Construction of the proposed project in accordance with the requirements of the CBC would also reduce or avoid potential effects from water erosion hazards, and compliance with City's Grading Ordinance and standard conditions of approval would further minimize impacts related to soil erosion. However, a project involving construction activities that disturb one or more acres would require a General Construction Activity Stormwater Permit and a National Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB).

Because construction activities associated with the project as proposed would result in soil erosion, this would be a significant impact. Implementation of the following measure would reduce this potential effect to a less-than-significant level by requiring a NPDES Permit, and the development of an erosion control plan as required by the SWCRB.

Mitigation Measure GEO-1:

Prior to the initiation of grading, the project owner/applicant shall submit Permit Registration Documents (PRD) for the Construction General Permit Order 2009-0009-DWQ to the State Water Resources Control Board, and comply with, and implement, all requirements of the permit. A Legally Responsible Person (LRP) shall electronically submit PRDs prior to commencement of construction activities in the Storm Water Multi-Application Report Tracking System. PRDs consist of the Notice of Intent, Risk Assessment, Post-Construction Calculations, a Site Map, the Storm Water Pollution Prevention Plan (SWPPP), a signed certification statement by the LRP, and the first annual fee. Following submittal of a Notice of Intent package and development of a SWPPP in accordance with the Construction General Permit, the applicant will receive a Waste Discharge Identification Number from the SWRCB. All requirements of the site-specific SWPPP, including any revisions, shall be included in construction documents and must be available on site for the duration of the project.

As required by regulations implementing the Construction Stormwater Permit, the SWPPP shall include:

- Specific and detailed Best Management Practices (BMP) to mitigate construction related pollutants, including sediments. These controls would include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricant, paints, solvents, and adhesives) with stormwater. The SWPPP would specify properly designed centralized storage areas that keep these materials out of the rain and/or protected from the wind.
- Dust control BMPs for the stabilization of exposed surfaces and to minimize activities that suspend or track dust particles. For heavily traveled and disturbed areas, wet suppression (watering), chemical dust suppression, gravel or asphalt surfacing, temporary gravel construction entrances, equipment wash-out areas, and haul truck covers can be employed as dust control applications. Permanent or temporary vegetation and mulching, and sand fences can be employed to prevent sediment-laden stormwater from reaching receiving waters, or to force stormwater to drop their sediment load on-site.

-
- The SWPPP is required to specify a monitoring program to be implemented by the construction site supervisor. SWRCB personnel, who may make unannounced site inspections, are empowered to levy appropriate fines if it is determined that the SWPPP has not been properly prepared and implemented.

Compliance with the recommendations of the 2015 Geotechnical Investigation, the requirements of the CBC, the City's Grading Ordinance, and Mitigation Measure GEO-1 would reduce impacts related to soil erosion to a less-than-significant level. No additional mitigation measures would be necessary.

Question c: Less-than-Significant Impact. Soils present in the project site are considered "somewhat limited" due to slope. The NRCS defines soil that is "somewhat limited" as having features that are moderately favorable for the specified use. Standard project design and special planning according to the requirements of existing City regulations and construction requirements would minimize these limitations (NRCS 2016). The project area is not noted for unstable geologic formations susceptible to landslide, lateral spreading, subsidence, liquefaction, or collapse (Sacramento County 2012). Potential effects from weak soils would be subject to the requirements of the CBC, which would reduce potential geophysical hazards associated with unstable soils. Compliance with City standards such as the Grading Ordinance would also minimize impacts related to unstable soils. Therefore, impacts related to unstable soils would be less than significant, and no additional mitigation would be necessary.

Question d: Less-than-Significant Impact. Expansive soils shrink and swell in response to changes in moisture. These volume changes can result in damage over time to building foundations, roads, underground utilities, and other structures, if they are not designed and constructed appropriately to resist the changing soil conditions. Soils found on the project site are identified as the Andregg series. The main limitation of the soil type found on site is the slope (NRCS 2016). When leveled, the soil type is considered to be suitable for small commercial uses with proper design and construction (USDA NRCS 1993). Further, the proposed project would be designed to meet seismic safety requirements specified in the CBC, including standards to minimize impacts from expansive soils. Therefore, impacts related to the potential hazards of construction on expansive soils would be less than significant. No mitigation would be necessary.

Question e: No Impact. The proposed project would be served by the City's wastewater conveyance and treatment system. Therefore, the proposed project would use the existing sewer service, and no impacts from on-site wastewater disposal due to soils incapable of adequately supporting septic tanks or alternative wastewater disposal would occur.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		X	
		X	

Global Warming is a public health and environmental concern around the world. As global concentrations of atmospheric greenhouse gases increase, global temperatures increase, weather extremes increase, and air pollution concentrations increase. Global warming and climate change has been observed to contribute to poor air quality, rising sea levels, melting glaciers, stronger storms, more intense and longer droughts, more frequent heat waves, increases in the number of wildfires and their intensity, and other threats to human health (IPCC 2013). With the exception of 1998, the 10 warmest years in the 136-year record of global temperatures all have occurred since 2000, with 2015 ranking as the warmest year on record (NOAA 2016). Hotter days facilitate the formation of ozone, increases in smog emissions, and increases in public health impacts (e.g., premature deaths, hospital admissions, asthma attacks, and respiratory conditions) (EPA 2016a). Averaged global combined land and ocean surface temperatures have risen by roughly 0.85°C from 1880 to 2012 (IPCC 2013). Because oceans tend to warm and cool more slowly than land areas, continents have warmed the most. If greenhouse gas emissions continue to increase, climate models predict that the average temperature at the Earth’s surface is likely to increase by over 1.5°C by the year 2100 relative to the period from 1850 to 1900 (IPCC 2013).

The Greenhouse Effect (Natural and Anthropogenic)

The Earth naturally absorbs and reflects incoming solar radiation and emits longer wavelength terrestrial (thermal) radiation back into space. On average, the absorbed solar radiation is balanced by the outgoing terrestrial radiation emitted to space. A portion of this terrestrial radiation, though, is itself absorbed by gases in the atmosphere. The energy from this absorbed terrestrial radiation warms the Earth’s surface and atmosphere, creating what is known as the “natural greenhouse effect.” Without the natural heat-trapping properties of these atmospheric gases, the average surface temperature of the Earth would be below the freezing point of water (IPCC 2007). Although the Earth’s atmosphere consists mainly of oxygen and nitrogen, neither plays a significant role in this greenhouse effect because both are essentially transparent to terrestrial radiation. The greenhouse effect is primarily a function of the concentration of water vapor, carbon dioxide, methane, nitrous oxide, ozone, and other trace gases in the atmosphere that absorb the terrestrial radiation leaving the surface of the Earth (IPCC 2007). Changes in the atmospheric concentrations of these greenhouse gases can alter the balance of energy transfers between the atmosphere, space, land, and the oceans. Radiative forcing is a simple measure for both quantifying and ranking the many different influences on climate change; it provides a limited measure of climate change as it does not attempt to represent the overall climate response (IPCC 2007). Holding everything else constant, increases in greenhouse gas concentrations in the atmosphere will likely contribute to an increase in global average temperature and related climate changes (EPA 2016).

Greenhouse Gases

Naturally occurring greenhouse gases include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, emitted solely by human activities. There are also several gases that, although they do not have a direct radiative forcing effect, do influence the formation and destruction of ozone, which does have such a terrestrial radiation absorbing effect. These gases, referred to here as ozone precursors, include carbon monoxide (CO), oxides of nitrogen (NO_x), and non-methane volatile organic compounds (NMVOC). Aerosols (extremely small particles or liquid droplets emitted directly or produced as a result of atmospheric reactions) can also affect the absorptive characteristics of the atmosphere.

Carbon is stored in nature within the atmosphere, soil organic matter, ocean, marine sediments and sedimentary rocks, terrestrial plants, and fossil fuel deposits. Carbon is constantly changing form on the planet through the a number of processes referred to as the carbon cycle, which includes but is not limited to degradation and burning, photosynthesis and respiration, decay, and dissolution. When the carbon cycle transfers more carbon to the atmosphere this can lead to global warming. Over the last 300 years atmospheric levels of carbon have increased by more than 30 percent, of which approximately 65 percent is attributable to fossil fuel combustions and 35 percent is attributed to deforestation and the conversion of natural ecosystems to agricultural use (Pidwirny 2006). Carbon stored in plants and rocks is referred to as being sequestered. Within the United States, forest sequestration of carbon offset approximately 13 percent of the fossil fuel GHG emissions in 2011, and from 10 to 20 percent of U.S. emissions each year (USDA 2017).

REGULATORY FRAMEWORK

The U. S. EPA is the federal agency responsible for implementing the CAA. The U.S. Supreme Court ruled on April 2, 2007 that CO₂ is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of GHGs. However, there are no federal regulations or policies regarding GHG emissions thresholds applicable to the proposed project at the time of this Initial Study.

The ARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California, and for implementing the CCAA. Various statewide and local initiatives to reduce the state's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long-term. Because every nation emits GHGs, and therefore makes an incremental cumulative contribution to global climate change, cooperation on a global scale will be required to reduce the rate of GHG emissions to a level that can help to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

In September 2006, then-Governor Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 established regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. In 2011, the ARB adopted the cap-and-trade regulation. The cap-and-trade program covers major sources of GHG emissions in the State such as refineries, power plants, industrial facilities, and transportation fuels. The cap-and-trade

program includes an enforceable emissions cap that will decline over time. The State will distribute allowances, which are tradable permits, equal to the emissions allowed under the cap.

The initial main strategies and roadmap for meeting the 1990 emission level reductions are outlined in a Scoping Plan approved in December 2008 and updated every five years (the Scoping Plan was updated in May 2014). The Scoping Plan includes regulations and alternative compliance mechanisms, such as monetary and non-monetary incentives, voluntary actions, and market-based mechanisms, such as a cap-and-trade program. The Climate Change Scoping Plan also includes a breakdown of the amount of GHG reductions the ARB recommends for each emissions sector of the state's GHG inventory (ARB 2014). In January 2017, ARB issued the proposed 2017 Climate Change Scoping Plan Update to reflect the 2030 target set by Executive Order B-30-15.

As the sequel to AB 32, Senate Bill (SB) 32 was approved by the Governor on September 8, 2016. SB 32 would require the state board to ensure that statewide greenhouse gas emissions are reduced to 40 percent below the 1990 level by 2030. The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by former Governor Schwarzenegger in 2005 with Executive Order S-3-05.

SIGNIFICANCE THRESHOLDS

The SMAQMD has published greenhouse gas emissions thresholds of significance for new projects (SMAQMD 2017), which are used to determine whether the potential greenhouse gas emissions of a proposed project are significant.

The SMAQMD has adopted a procedure to quantify pollutant emissions from a project and compare the results to the significance threshold. The following emission levels have been established as the significance thresholds for those greenhouse gas emissions impacts quantitatively assessed:

- Construction phase of projects – 1,100 metric tons of CO₂e per year
- Operational phase of land development projects – 1,100 metric tons of CO₂e per year
- Stationary source projects – 10,000 direct metric tons of CO₂e per year

For projects that exceed the District's threshold of significance, lead agencies shall implement all feasible mitigation to reduce GHG emissions.

ENVIRONMENTAL EVALUATION

Question a: Less-than-Significant Impact. Greenhouse gas emissions would be generated from the proposed boat and RV storage facility during construction and operation. Temporary GHG emissions would occur during construction activities, predominantly from vehicle and equipment exhaust. Operational GHG emissions would result from energy use associated lighting at the storage facilities; heating, cooling, and lighting the office and apartment units; and from mobile sources associated with employee/resident and customer vehicle trips.

GHG emissions associated with the proposed project were calculated using the California Emissions Estimator Model (CalEEMod.2016.3.1). CalEEMod provides default parameters based on land use inputs, or allows for the input of project-specific information, if available. Additional information specific to the boat and RV storage project was used to modify the CalEEMod inputs and refine GHG emissions resulting from the project (as included in Table 5 notes and Appendix A). The estimated construction and operation-related GHG emissions are summarized in Table 7 (see Appendix A for CalEEMod Model output).

Table 7 Summary of Estimated GHG Emissions from the Folsom Lake Boat and RV Storage Facility			
Emissions Source		GHG Emissions (metric tons CO ₂ e)	
		Unmitigated	Mitigated
Total Construction-Related Emissions		438.8	438.8
Operation	<i>Area</i>	0.02	0.02
	<i>Energy</i>	361.2	361.2
	<i>Mobile</i>	226.3	226.3
	<i>Waste</i>	1.30	1.30
	<i>Water</i>	1.27	1.06
Total Operational-Related Emissions		590.1	589.9

Notes: CO₂e = carbon dioxide equivalent; GHG = greenhouse gas

- There would be no water or wastewater use (and associated greenhouse gas emissions) at the boat and RV storage facility except for at the office and apartment.
- Also, no solid waste would be generated from the boat and RV storage units, since there is a policy for the renter to clear all trash and personal property upon move out.
- Low-emission items or energy saving measures included as part of the project that could be accounted for in CalEEMod include: low VOC paint as required by California Green Building Code; low-flow plumbing fixtures; water efficient irrigation.

Source: Planning Partners 2017. See Appendix A for modeling results.

Construction activities associated with the proposed project are estimated to result in 438.8 metric tons of CO₂e. Operation of the proposed project is estimated to result in 590.1 metric tons of CO₂e annually. These numbers represent a conservative estimate of GHG emissions, which would be further reduced by project design, and City of Folsom and SMAQMD requirements. For example, all construction projects are required to implement the District's Basic Construction Emission Control Practices, including minimizing idling time of construction equipment and maintaining construction equipment in proper working condition. These measures would reduce construction-related GHG emissions. Operational-related GHG emissions would be reduced by implementation of the City's Green Building Standards Code, which includes compliance with Title 24 and water conservation strategies, among other GHG emission reducing measures. Additional GHG emission reducing attributes included as part of the project include low-flow plumbing fixtures; water efficient irrigation; and recycling during construction as required by California Green Code. With implementation of GHG emission-reducing measures that could be quantified in CalEEMod, GHG emissions would be reduced to 589.9 metric tons of CO₂e per year.

The proposed landscaping plan includes the retention of thirteen existing oak trees, and the addition of trees, shrubs, and, ground cover. Implementation of the proposed project would result in the removal of approximately 39 mature trees. Removal of trees, replanting of trees, and disturbance of soil can affect the amount of CO₂ sequestered on the project site and result in the release stored CO₂. In addition, the gasoline-powered equipment used to remove the trees would generate additional CO₂ emissions through the burning of fossil fuels. The removal of approximately 39 trees would initially (prior to replanting) reduce the rate of carbon sequestration on the project site. While the oak trees would be replaced by mitigation, and additional trees would be planted for the project site landscaping, the exact number of trees is currently unknown. Planting mitigation oaks contributes negligible CO₂ mitigation because they don't begin to sequester significant carbon for at least 20 years.

The proposed project's estimated operational emissions of 589.9 metric tons of CO₂e per year (mitigated) are considered a very conservative estimate and are below the threshold of 1,000 metric tons of CO₂e per year adopted by SMAQMD. Therefore, greenhouse gas emissions from the proposed boat and RV storage facility would not be expected to be significant, and the project would not be expected to make a substantial contribution to the cumulatively significant impact of global warming. No significant impact would result, and no mitigation would be necessary.

Question b: Less-than-Significant Impact. The City of Folsom has not adopted a Climate Action Plan, nor any greenhouse gas reductions measures, other than enforcing the provisions of the Green Building Standards Code and the Energy Code adopted by the City.

Because transportation is the largest sector of greenhouse gas emissions, many reduction strategies focus on reducing travel and making transportation more efficient. Therefore, many of the transportation and land use strategies contained in regional air quality and transportation plans act to reduce greenhouse gas emissions as well. The proposed Folsom Lake Boat and RV Storage Facility project would be consistent with all applicable provisions of the Ozone Attainment Plan, the 2035 Metropolitan Transportation Plan, and the Sacramento Region Preferred Blueprint Scenario adopted by the SMAQMD and the Sacramento Area Council of Governments. This would be a less-than-significant impact, and no mitigation would be necessary.

VIII. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

ENVIRONMENTAL SETTING

No use or storage of hazardous materials would be expected from the proposed boat and RV storage facility beyond minor amounts of cleaning and landscaping chemicals that would be stored in an isolated unit. The proposed project site is located in an area that is identified by the California Geological Survey as an area least likely to contain naturally occurring asbestos (CGS 2006).

Database Review

A database search of various environmental agency lists was conducted for the project site and the surrounding area to identify potential hazardous contamination sites. Based on the database search, the project site is not listed as a hazardous waste site according to the EPA’s Envirofacts website database (EPA 2012). Also, the project site is not listed on the California Department of Toxic Substance Control’s (DTSC) Hazardous Waste and Substances Sites List (known as the Cortese List) (DTSC 2017), or the U.S. EPA’s Superfund National Priorities List (NPL) (EPA 2017).

REGULATORY FRAMEWORK

Both federal and state laws include provisions for the safe handling of hazardous substances. The federal Occupational Safety and Health Administration (OSHA) administers requirements to ensure worker safety. Construction activity must also be in compliance with the California OSHA regulations (Occupational Safety and Health Act of 1970).

Naturally Occurring Asbestos

Earth disturbance may result in airborne entrainment of asbestos, particularly in areas where naturally occurring surface deposits of asbestos-containing rock exists. This is of particular concern because of asbestos' known association with acute and chronic health risks. Where there is a possibility that asbestos-containing dust may be generated, the procedures for significance determination and mitigation for addressing toxic air contaminants are followed as described in Chapter 5 of SMAQMD's Guide for Air Quality Assessment in Sacramento County (SMAQMD 2014). All future development plans at the Folsom Lake Boat and RV Storage project site would be subject to the City's standard construction requirement that all construction be in compliance with all SMAQMD and City air pollution requirements, including obtaining all necessary SMAQMD permits for demolition and/or construction in areas of naturally occurring asbestos (Rule 902). These requirements include:

Air Pollution Control - requires compliance with all SMAQMD and City air pollution regulations, including obtaining all necessary SMAQMD permits for demolition and/or construction in areas of naturally occurring asbestos.

Asbestos Related Work - Requires compliance with California Labor Code, sections 6501.5 through 6510, inclusive, and California Administrative Code, Title 8, Section 5208 and all other pertinent laws, rules, regulations, codes, ordinances, decrees and orders.

ENVIRONMENTAL EVALUATION

Questions a, b: Less-than-Significant Impact. Construction activities associated with the proposed project would involve the use, storage, transport, and disposal of oil, gasoline, diesel fuel, paints, solvents, and other hazardous materials. During operations, no use or storage of hazardous materials would be expected from the proposed boat and RV storage facility beyond the use and storage of household cleaning and landscaping chemicals. If spilled, these substances could pose a risk to the environment and to human health. According to federal health and safety standards, applicable federal OSHA requirements would be in place to ensure worker safety. Construction activity must also be in compliance with the California OSHA regulations. Compliance with these requirements would reduce the risk of hazards to the public and accidents involving the release of hazardous materials into the environment to a less-than-significant level. No mitigation would be required.

In the case of the Folsom Lake Boat and RV Storage Facility project, the site is identified by the California Geological Survey as being in an area "least likely to contain naturally occurring asbestos" (CGS 2006). Therefore, it is unlikely that naturally occurring asbestos (NOA) would be found in soils on the project site and released during project grading operations. For this reason, no impacts from the release of NOA would be expected with construction and operation of the proposed project. Thus, grading activities during construction would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. This would be a less-than-significant impact, and no additional mitigation would be necessary.

Question c: No Impact. The nearest school is the Carl Sundahl Elementary School on Inwood Road, approximately ½ mile to the south of the project site. Although the proposed Folsom Lake Boat and RV Storage Facility project would result in the storage and use of small amounts of common hazardous materials, the site is not located within ¼ mile of this school. Additionally, all materials would be stored and used pursuant to federal and state laws that include provisions for the safe handling of hazardous substances. Thus, there would be no hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. There would be no impact, and no mitigation would be necessary.

Question d: No Impact. The project site is not identified as a location included on a list of hazardous materials sites compiled by the EPA (Envirofacts database (EPA 2017), the DTSC's Hazardous Waste and Substances Sites List (known as the Cortese List) pursuant to Government Code Section 65962.5 (DTSC 2017), or the U.S. EPA's Superfund National Priorities List (NPL) (EPA 2017a). Therefore, no significant hazard to the public related to a hazardous materials site would occur, and no mitigation would be necessary.

Questions e, f: No Impact. Because the project site is not located in an area for which an Airport Land Use Plan has been prepared, and no public or private airfields are within two miles of the project area, no at-risk population residing or working at the proposed boat and RV storage facility would be exposed to hazards due to aircraft overflight. Therefore, no impact would occur, and no mitigation would be necessary.

Question g: Less-than-Significant Impact. As set forth in the Sacramento County's Multi-Hazard Emergency Management Plan, the City of Folsom maintains pre-designated emergency evacuation routes along major streets and thoroughfares (Sacramento County 2004). No aspect of the proposed project would modify these streets or preclude their continued use as an emergency evacuation route. The proposed project would not result in an increased concentration of large numbers of persons in any at-risk location, and the proposed project would not have a significant impact on any emergency plans. Therefore, no significant impact would occur, and no mitigation would be necessary.

Question h: Less-than-Significant Impact. The proposed project site is located within the urban area of the City. According to the California Department of Forestry and Fire Resource Assessment Program (FRAP), the project area is not within a fire hazard severity zone (CAL FIRE 2007; 2008). Because the area surrounding the proposed project site is provided with urban levels of fire protection by the City, and is not within a fire hazard severity zone, risks from wildland fire would be low. The introduction of landscape plants and the associated irrigation system would further reduce the wildland fire hazard potential in the project area. This would be a less-than-significant impact, and no mitigation would be necessary.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

- a) Violate any water quality standards or waste discharge requirements?
- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- f) Otherwise substantially degrade water quality?
- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance rate map or other hazard delineation map?
- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- j) Inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
_____	X	_____	_____
_____	_____	X	_____
_____	X	_____	_____
_____	X	_____	_____
_____	X	_____	_____
_____	X	_____	X
_____	_____	_____	X
_____	_____	_____	X
_____	_____	_____	X

ENVIRONMENTAL SETTING

The project site consists of a 7.18-acre parcel that does not contain any developed storm drainage features. The only water feature on the project site is a seasonally wet basin located within the southern portion of the property.

The project site is not located within a 100-year flood plain as identified by the Federal Emergency Management Agency (FEMA 2012). According to the Department of Water Resources (DWR) Best Available Maps, the project site is not located within the 100-year 200-year, or 500-year floodplains of the American River or other local streams (DWR 2015).

The site is not located in an area of important groundwater recharge. The site is situated in an area dominated by bedrock formations of the Sierra Nevada foothill complex where groundwater is found primarily in fractured geologic formations (Folsom/USBR 1992). Because domestic water in

this area of the City is provided solely from surface water sources, implementation of the proposed project would not involve either withdrawal of groundwater for domestic purposes, or discharge to groundwater.

REGULATORY FRAMEWORK

The City is a signatory to the Sacramento County-wide NPDES permit for the control of pollutants in urban stormwater. Since 1990, the City of Folsom, along with the County of Sacramento and the Cities of Sacramento, Citrus Heights, Elk Grove, Galt, and Rancho Cordova, has been a partner in the Sacramento Stormwater Quality Partnership. These agencies are implementing a comprehensive program involving public outreach, construction and industrial control best management practices, water quality monitoring, and other activities designed to protect area creeks and rivers. If approved, the proposed project would be required to implement all appropriate program requirements, as specified in the Stormwater Quality Manual for the Sacramento Region (City of Sacramento et.al. 2014).

In addition to these activities, the City of Folsom maintains requirements and programs to reduce the potential impacts of urban development on stormwater quality and quantity, erosion and sediment control, flood protection, and water use. Standard construction conditions required by the City include:

- *Water Pollution* - requires compliance with City water pollution regulations, including NPDES provisions.
- *Clearing and Grubbing* - specifies protection standards for existing signs, mailboxes, underground structures, drainage facilities, sprinklers and lights, trees and shrubbery, and fencing. Also requires the preparation of a SWPPP to control erosion and siltation of receiving waters.
- *Reseeding* - specifies seed mixes and methods for reseeded of graded areas in order to minimize erosion.

Additionally, the City enforces the following requirements of the Folsom Municipal Code.

Table 8 City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development within the City		
Code Section	Code Name	Effect of Code
8.70	Stormwater Management and Discharge Control	Establishes conditions and requirements for the discharge of urban pollutants and sediments to the storm-drainage system; requires preparation and implementation of SWPPPs.
13.26	Water Conservation	Prohibits the wasteful use of water; establishes sustainable landscape requirements; defines water use restrictions.
14.20	Green Building Standards Code	Adopts the California Green Building Standards Code (CALGreen Code), 2013 Edition, excluding Appendix Chapters A4 and A5, published as Part 11, Title 24, C.C.R. to promote and require the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.
14.29	Grading Code	Requires a grading permit prior to the initiation of any grading, excavation, fill or dredging; establishes standards, conditions, and requirements for grading, erosion control, stormwater drainage, and revegetation.

Table 8 City of Folsom Municipal Code Sections Regulating the Effects on Hydrology and Water Quality from Urban Development within the City

Code Section	Code Name	Effect of Code
14.32	Flood Damage Prevention	Restricts or prohibits uses that cause water or erosion hazards, or that result in damaging increases in erosion or in flood heights; requires that uses vulnerable to floods be protected against flood damage; controls the modification of floodways; regulates activities that may increase flood damage or that could divert floodwaters.
14.33	Hillside Development Standards	Regulates urban development on hillsides and ridges to protect property against losses from erosion, ground movement and flooding; to protect significant natural features; and to provide for functional and visually pleasing development of the city's hillsides by establishing procedures and standards for the siting and design of physical improvements and site grading.

Source: *Folsom Municipal Code, 2017.*

ENVIRONMENTAL EVALUATION

Questions a, f: Less-than-Significant Impact with Mitigation. Proposed project construction activities would include grading and leveling. The proposed project would be required to comply with various state and local water quality standards, which would ensure that the proposed project would not violate water quality standards or waste discharge permits, or otherwise substantially degrade water quality. The project site would be subject to NPDES permit conditions, which include the preparation of a SWPPP. As described above, the proposed project would also be subject to all of the City's standard Code requirements (listed in Table 8), including conditions related to the discharge of urban pollutants and sediments to the storm-drainage system (if applicable) and restrictions on uses that cause water or erosion hazards. Further, prior to the issuance of grading and building permits, the applicant would be required to submit a drainage plan that shows how project Best Management Practices (BMP) would be used to capture stormwater runoff during project operations.

As proposed by the applicant, on-site stormwater quality control for the southern portion of the site would be achieved through the use of stormwater quality vault that would then convey treated stormwater to an existing natural basin. Stormwater from the northern area of the site would be collected in a stormwater quality vault that would then convey treated stormwater to an existing stormwater drainage collection line in Lakeside Way. Stormwater from a small area of the site is not proposed to be treated prior to discharge to the basin. In this area, stormwater would be collected in a drainage swale from the base of the retaining wall along the project's western boundary and discharged directly to the natural basin south of the project site.

Because the project as proposed would result in the discharge of untreated urban stormwater to a natural water feature, this would be a significant impact. Implementation of the following measure would reduce this potential effect to a less-than-significant level by requiring the treatment of all stormwater generated from the proposed project.

Mitigation Measure HYD-1:

Prior to the issuance of any grading or building permit, the owner/applicant shall prepare and implement a City-reviewed and approved engineered stormwater treatment and management plan consistent with the requirements of Folsom Municipal Code Chapters 8.70, *Stormwater Management and Discharge Control*, and 14.29, *Grading*, Sections 14.29.320 through 14.29.322. The treatment and management plan shall consider the cumulative effects of all dischargers to the natural receiving basin, including the capacity of the basin and basin discharges to any other stormwater facilities. The Plan shall be written so that its implementation ensures that the quality of all discharged stormwater meets NPDES requirements, limits the rate at which stormwater can be discharged from the site to that occurring under pre-project conditions, and ensures that receiving waters have sufficient capacity to accommodate stormwater generated by the project and all other land uses tributary to the natural basin.

Compliance with this measure would ensure that water quality standards and waste discharge requirements are not violated, and that water quality is protected. Therefore, with implementation of Mitigation Measures HYD-1, impacts on water quality would be less than significant, and no additional mitigation would be required.

Question b: Less-than-Significant Impact. Implementation of the proposed project would not require the use of groundwater, and no groundwater wells would be drilled as part of the proposed project. Domestic water in this area of Folsom is provided by the San Juan Water District, which obtains its supply solely from Folsom Reservoir. While the proposed project would expand the amount of impervious surface on site and could thus slightly reduce the amount of groundwater recharge, the site is not known to be important to groundwater recharge. Because the proposed project would not rely on groundwater for domestic water and irrigation purposes, and the site is not an important area of groundwater recharge, the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge such that it would result in a net deficit in aquifer volume or a lowering of the local groundwater table. Therefore, impacts related to groundwater would be less than significant, and no mitigation is required.

Questions c through e: Less-than-Significant Impact with Mitigation. Implementation of the proposed project would have the potential to increase stormwater runoff from the project site, including contaminated runoff. The 7.18-acre project site consists of a partially vegetated vacant lot. Because the site is currently largely undeveloped, the proposed project would greatly increase the amount of impervious surface on the site, including surfaces associated with the boat and RV storage building, streets, sidewalks, curbs, gutters, and parking lots.

This substantial increase in impervious surfaces would lead to increases in the amount of and rate at which stormwater is generated and discharged. As shown in Figure 4, stormwater from the northern portion of the site would be directed to a stormwater treatment vault, from which the treated stormwater would be discharged to an existing City storm drain line in Lakeside Way. Stormwater from the southern portion of the site would be directed to a stormwater treatment vault, and treated stormwater would then discharge to an existing natural basin south of the project. Additionally, stormwater would be collected in a drainage swale from the base of the retaining wall along the project's western boundary and discharged directly to the natural basin south of the project site. The capacity of proposed treatment facilities, the amount of stormwater detention provided, and the overall capacity of the natural basin are not known at the time of preparation of this Initial Study.

As described above, the proposed project would also be subject to all of the City's standard Code requirements (listed in Table 8), including conditions for the discharge of urban pollutants and sediments to the storm-drainage system, restrictions on uses that cause water or erosion hazards, and restrictions on the volume and timing of runoff.

Because the capacity of proposed treatment facilities, the amount of stormwater detention provided, and the overall capacity of the natural basin are not known, this would be a significant impact, and mitigation would be necessary. Implementation of Mitigation Measure HYD-1, described previously, would ensure that no adverse effects due to stormwater generation or contamination would take place. With implementation of this Measure, the proposed project drainage pattern would be designed to avoid impacts to adjoining properties, and all drainage would be stored on-site for subsequent discharge to ensure that no increase in downstream flood hazards would occur. For these reasons, impacts to water quality, drainage patterns, and stormwater runoff would be less than significant.

Mitigation Measure HYD-2:

Implement Mitigation Measure HYD-1.

Questions g, h, i: No Impact. The project site is located outside of the 100-year, 200-year and 500-year floodplain of the American River and other local streams. Thus, development of the proposed project would not place persons or structures at risk from flood hazards, nor would it interfere with existing floodway capacity. Therefore, no significant impacts related to flooding would occur, and no mitigation is required.

Question j: No Impact. The City of Folsom is located approximately 95 miles from the Pacific Ocean, at elevations ranging from approximately 140 feet to 828 feet above MSL. The proposed project site is at approximately 300 feet above MSL, so the probability of inundation by tsunami is extremely low.

The City is located adjacent to Folsom Lake, an impoundment of the American River, which includes the main dam on the river channel and wing dikes. Areas of the City adjacent to the wing dikes could be adversely affected by a seiche as a result of an earthquake, either through sloshing within a full reservoir or by a massive landslide or earth movement into the lake. Although historic seismic activity has been minor, the potential for strong ground shaking is present. However, the possibility of a strong earthquake occurring when lake levels are high and creating a large enough wave to overtop or breach the wing dikes is considered to be remote.

Mudslides and other forms of mass wasting occur on steep slopes in areas having susceptible soils or geology, typically as a result of an earthquake or high rainfall event. Although the project site is gently sloped, City grading standards, including requirements to prepare and follow a geotechnical evaluation of the site, and to evaluate slope stability and implement slope stabilizing measures as necessary, would minimize the potential impacts. Therefore, no impacts related to inundation by seiche, tsunami, or mudflow would result from the proposed project, and no mitigation is required.

X. LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?			X	
b) Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

ENVIRONMENTAL SETTING

The project site is located within the incorporated city limits of Folsom, in Sacramento County. Land use in the project area is regulated by the City of Folsom General Plan and the City of Folsom Municipal Code, including the Zoning Code.

The proposed Folsom Lake Boat and RV Storage Facility project is designated for Central Commercial (CC) land uses by the City of Folsom General Plan (City of Folsom 1988). The proposed boat and RV storage facility would be allowed by the General Plan at this location.

The proposed project site is zoned Central Business, Planned Development District (C-2 PD) by the Zoning Code. The zoning district corresponds with the General Plan designation. The intent of the C-2 PD zone is to designate areas appropriate for a wide range of commercial activities serving the entire community. The proposed boat and RV storage facility would be allowed by the Zoning Code at this location subject to approval of a Conditional Use Permit by the Planning Commission.

The City Zoning Code additionally contains a Planned Development designation, a combining zone to permit the City to “allow a greater flexibility in the design of integrated developments than otherwise possible through strict application of land use regulations, ... (Zoning Code Section 17.38.010). A Planned Development Permit is required for the proposed project, to allow the City of Folsom to review the site plan and associated project details to ensure that they meet requirements beneficial to the City and its residents, as defined in Section 17.38.100 of the Zoning Code.

The proposed Folsom Lake Boat and RV Storage Facility project site is surrounded by the residential and industrial uses to the west; institutional development across Auburn-Folsom Road to the east; the self-storage facility to the north, and commercial and industrial uses to the south. Table 1 in Section 2 of this Initial Study details the surrounding land uses and corresponding General Plan and zoning designations.

As designed, the proposed project would not conflict with any known applicable plans or policies by agencies with jurisdiction over the project, including the City General Plan and Zoning Code.

ENVIRONMENTAL EVALUATION

Question a: Less-than-Significant Impact. The proposed project site would involve the construction of a boat and RV storage facility on a vacant lot within the City of Folsom. The project vicinity consists of residential, commercial, industrial, and open space uses. The nearest residences are located immediately adjacent to the westerly site boundary. Although residential uses are adjacent to the project site to the west, because there are no other residential areas in the vicinity of the proposed project, the construction of the project would not physically divide an established community. This would be a less-than-significant impact, and no mitigation would be required.

Question b: Less-than-Significant Impact. As the project is located in a mixed-use area surrounded by developed uses, and proposes a land use consistent with all adopted planning requirements, the proposed project would not conflict with the City of Folsom General Plan or Municipal Code, including the Zoning Code. This would be a less than significant impact, and no mitigation would be required.

Question c: No Impact. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been approved for the project area. For this reason, implementation of the proposed Folsom Lake Boat and RV Storage Facility project would not conflict with any conservation plan. No significant impact would result, and no mitigation would be necessary.

XI. MINERAL RESOURCES

Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
			X
			X

ENVIRONMENTAL SETTING

The geological structure in the Folsom region is defined by the predominantly northwest-southeast trending belt of metamorphic rocks and the strike-slip faults that bound them. The structural trend influences the orientation of the feeder canyons into the main canyons of the North and South Forks of the American River. This trend is interrupted to the north and west of Folsom Lake, where the metamorphic rocks are blanketed by younger sedimentary layers (west of Folsom Dam) (CGS 2006). The four primary rock divisions found in the area are ultramafic intrusives, metamorphics, granodiorite intrusives, and volcanic mud flows (Geotechnical Consultants, Inc. 2003).

The presence of mineral resources within the City has led to a long history of gold extraction, primarily placer gold. According to the Sacramento County General Plan Background Report, the project site is located in an area classified as containing “Aggregate Deposits which Cannot Be Evaluated from Available Data” by the California State Geologist (Sacramento County 2012). According to the City’s General Plan, no areas of the City are currently designated for mineral resource extraction (City of Folsom 1988).

ENVIRONMENTAL EVALUATION

Questions a, b: Less-than-Significant Impact. The area immediately surrounding the proposed project site has been fully developed and is zoned for residential, institutional, or commercial uses. No area of the City of Folsom is designated in the General Plan or zoned for mineral resource extraction, and no mining operations are present on or near the site. The City of Folsom has planned the area of the project for urban land uses, and mineral extraction has been deemed to be inappropriate. Therefore, implementation of the project would not alter the availability of on-site mineral resources, or interfere with the planned extraction of any known mineral resource. These impacts would be less than significant, and no mitigation would be necessary.

XII. NOISE

- Would the project result in:
- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
 - b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
 - c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
 - d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
 - e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project areas to excessive noise levels?
 - f) For a project in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		X	
		X	
		X	
	X		
			X
			X

An Environmental Noise Assessment of the Folsom Lake Boat and RV Storage Facility project was prepared in October 2017 by Bollard Acoustical Consultants, Inc. (BAC) (see Appendix C). BAC completed a similar study for the adjacent Superior Self Storage project in 2015. Because the existing noise environment is impacted by the current construction of that project located immediately adjacent to the north of the proposed Boat and RV Storage project, data gathered during the March 2015 assessment was used for the 2017 analysis. The purpose of the analysis was to determine potential noise impacts associated with the proposed project that would affect receptors living in the adjacent residential communities to the west of the project site. Additionally, the analysis compared the quantified noise levels against the applicable City of Folsom noise standards for acceptable noise exposure at residential land uses. Noise sources associated with the project, including on-site parking/circulation and mechanical equipment noise, were also evaluated in this report.

ENVIRONMENTAL SETTING

Other than the temporary construction noise associated with the adjacent Superior Self Storage project, the predominant existing noise sources in the vicinity of the proposed project site are from vehicles on Folsom-Auburn Road. There are no industrial noise sources located in the vicinity of the proposed project, and there are no airports located within two miles of the project site. Potentially sensitive receptors in the project vicinity are limited to residents living on Lakeside Way, and within the Lakeside Village Mobile Home community to the west.

To generally quantify existing background noise levels at the project site and nearest residential receptors, BAC staff conducted long-term (24-hour) ambient noise level measurements at three locations on the project site on February 25, 2015. Monitoring results are shown in Table 10, below.

Table 9 Summary of Ambient Noise Monitoring Results for the Project Site

Site	L _{dn} (dB)	Average Measured Noise Levels (dB)					
		Daytime			Nighttime		
		L _{eq}	L ₅₀	L _{max}	L _{eq}	L ₅₀	L _{max}
1	61	59	57	72	54	45	68
2	52	49	48	62	45	41	54
3	59	57	55	68	52	45	63

Note:

L_{eq} means equivalent or energy-averaged sound level. L_{max} means the highest root-mean-square sound level measured over a given period of time. L_{dn} means equivalent or energy-averaged sound level. L₅₀ means the level exceeded 50% of the hour. L_{max} means the highest root-mean-square sound level measured over a given period of time.

Source: *Bollard Acoustical Consultants, Inc. 2015.*

CITY REGULATION OF THE NOISE ENVIRONMENT

The City of Folsom General Plan Noise Element establishes land use compatibility criteria for both transportation noise sources, such as roadways, and for non-transportation (stationary) noise sources. For stationary noise sources, the City of Folsom has adopted a Noise Ordinance (Section 8.42 of the Folsom Municipal Code) (City of Folsom 1993). The Noise Ordinance establishes hourly noise level performance standards, which are most commonly quantified in terms of an hourly averages (L_{eq}), and instantaneous maximums (L_{max}). Table 10 shows the City of Folsom noise level performance standards for stationary noise sources for both day and nighttime periods. The City's General Plan Noise Element allows exterior noise levels for residential uses up to 65 dB Ldn/CNEL, which means that the average 24-hour noise level must not exceed this standard so long as interior noise levels are maintained to meet General Plan requirements.

Section 8.42.060 C of the Noise Ordinance exempts construction noise from the provisions of the Code, provided such activities do not take place before 7:00 a.m. or after 6:00 p.m. on any day except Monday through Friday, or before 8:00 a.m. or after 5:00 p.m. on Saturday. No Sunday or holiday construction is permitted.

Table 10 Exterior Hourly Noise Level Performance Standards for New Projects and Developments in the City of Folsom

Minutes/Hour of Noise Generation (Ln)	Maximum Acceptable Noise Level, dBA	
	Daytime (7 am - 10 pm)	Nighttime (10 pm - 7 am)
30 (L ₅₀)	50	45
15 (L ₂₅)	55	50
5 (L ₈)	60	55
1 (L ₂)	65	60
0 (L _{max})	70	65

Note: L_n means the percentage of time the noise level is exceeded during an hour, L₅₀ means the level exceeded 50% of the hour, L₂₅ is the level exceeded 25% of the hour, etc.

Source: *City of Folsom General Plan Noise Element 1988; Bollard Acoustical Consulting 2015.*

As discussed in the Project Description above, the City has established Standard Construction Specifications (City of Folsom 2017b). The standard construction specifications are required to be adhered to by any contractor constructing a public or private project within the City. Standards regarding the noise environment are summarized below.

- *Noise Control* – requires that all construction work comply with the Folsom Noise Ordinance, and that all construction vehicles be equipped with a muffler to control sound levels.
- *Weekend, Holiday, and Night Work* – Prohibits construction work during evening hours, or on Sunday or holidays to reduce noise and other construction nuisance effects.

ENVIRONMENTAL EVALUATION

Potential noise impacts of the Folsom Lake Boat and RV Storage Facility project can be categorized as those resulting from construction and those from operational activities. Construction noise would have a short-term effect; operational noise would continue throughout the lifetime of the project.

Question a, c: Less-than-Significant Impact.

Operational Noise

Project Parking Lot Activity Noise Generation

Boat and RV storage facilities are not typically considered to be major noise-generating uses. There would be an increase in noise levels from activities in the parking area, such as vehicles arriving/departing, car doors opening/closing, and people conversing. However, boat and RV storage facilities do not generate appreciable daily traffic volumes, and noise generated from parking lot activities would be intermittent throughout the day.

The project is expected to generate approximately 60 daily trips to and from the parking lot. Because cars entering and leaving the proposed parking lot areas would, individually, result in brief periods of noise generation, impacts associated with parking lot movements were assessed relative to the City's maximum and 1-minute per hour (L2) noise level standards shown in Table 11 (Bollard 2017).

The nearest noise-sensitive receivers (single-family and mobile homes to the west) are approximately 50 feet from the edge of the nearest parking spaces/loading areas. Because maximum sound levels are generated very briefly by car doors closing and typically don't exceed 65 dB at 50 feet, maximum noise levels associated with parking lot movements are predicted to be approximately 65 dB L_{max} or less at the nearest noise-sensitive receivers during daytime or nighttime operations. The predicted level of 65 dB L_{max} at the nearest residences would satisfy the City's 70 dB L_{max} daytime and 65 dB L_{max} nighttime noise level standard without the need for additional noise mitigation measures.

Manager's Apartment HVAC Unit Noise Generation

The proposed manager's unit is located approximately 100 feet from the nearest existing residences. Based on a sustained sound pressure level of 70 dB at a reference distance of three feet from a typical residential air conditioning condenser unit, the predicted noise level at the nearest residences would be below 40 dB L₅₀, not accounting for additional shielding by intervening vegetation or topography (Bollard 2017).

In summary, the potential noise impacts for nearby sensitive receptors from parking lot activity and from the manager's apartment HVAC unit would not exceed exterior hourly noise level

performance standards as established in the City of Folsom. This would be a less-than-significant impact, and no mitigation would be required.

Question b: Less-than-Significant Impact. As a boat and RV storage facility, no feature of the project would cause noticeable levels of groundborne vibration or noise. This would be a less-than-significant impact, and no mitigation would be necessary.

Question d: Less-than-Significant Impact with Mitigation.

Construction Noise

Construction of four storage buildings and a two-story office and manager's apartment would temporarily increase noise levels in the vicinity during the construction period. Construction activities, including site clearing, excavation, grading, building construction, and paving, would be considered an intermittent noise impact throughout the construction period of the project. These activities could result in various effects on sensitive receptors, depending on the presence of intervening barriers or other insulating materials. Although construction activities would likely occur only during daytime hours, construction noise could still be considered disruptive to adjacent sensitive receptors.

The City's Noise Ordinance excludes construction activities from meeting the General Plan Noise Element standards, provided that all phases of construction are limited to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, and 8:00 a.m. and 5:00 p.m. on Saturdays and Sundays. Additionally, the City's Standard Construction Specifications prohibit construction work during evening hours, or on Sundays or holidays, to reduce noise or other construction nuisance effects. These prohibited construction periods are defined because they include a period of time where noise sensitivity is at its lowest. Therefore, compliance with the City's Noise Ordinance and Standard Construction Specifications as set forth in Mitigation Measure NOI-1 would reduce project construction noise impacts to less-than-significant levels.

Mitigation Measure NOI-1:

Due to the proximity of sensitive receptors to the subdivision site, all construction activities shall be required to comply with the following:

- **Construction Hours/Scheduling:** Project construction shall be limited to the hours of 7 a.m. to 6 p.m. on any day except Saturday or Sunday, and between 8 a.m. and 5 p.m. on Saturday. Construction is prohibited on Sunday and holidays.
- **Construction Equipment Mufflers and Maintenance:** All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- **Idling Prohibitions:** All equipment and vehicles shall be turned off when not in use. Unnecessary idling of internal combustion engines shall be prohibited.
- **Equipment Location and Shielding:** All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from the adjacent homes.
- **Staging and Equipment Storage:** The equipment storage location shall be sited as far as possible from nearby sensitive receptors.

Construction activities would be temporary, and limited to a period of time where noise sensitivity is at its lowest. With implementation of the above mitigation measure, project construction noise impacts would be reduced to less-than-significant levels.

Questions e, f: No Impact. Since the project site is not located in an area for which an Airport Land Use Plan has been prepared, and no public or private airfields are within two miles of the project area, those working and residing within the proposed boat and RV storage facility would not be exposed to adverse levels of noise due to aircraft overflight. Therefore, no significant impact would occur, and no mitigation would be necessary.

XIII. POPULATION AND HOUSING

Would the project:

- a) Induce substantial growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		X	
			X
			X

ENVIRONMENTAL SETTING

The proposed Folsom Lake Boat and RV Storage Facility project site is designated for Community Commercial (CC) land uses in the City’s General Plan. The proposed site is zoned as a Central Business, Planned Development District (C-2 PD) in the Zoning Code.

The project site consists of an undeveloped lot; there are no residences located on the site.

ENVIRONMENTAL EVALUATION

Question a: Less-than-Significant Impact. Implementation of the proposed project would result in the construction of a storage facility with an office/manager’s apartment. Existing roads and other infrastructure in the area would not be affected. Thus, no additional infrastructure capacity beyond that currently existing would be required to serve growth resulting from implementation of the proposed project.

Although the proposed project includes the construction of a storage facility and single apartment, the project would not result in any modification of the Folsom General Plan or Zoning Ordinance that could result in an increase in the intensity or type of use that could be constructed on the project site or in the area. The City of Folsom General Plan allows a storage facility at the proposed project location with the approval of a Conditional Use Permit. While there would be a minor increase in employment both during the construction phase and during project operation, the number of employees would be very small in relation to the overall workforce in the city. The local labor pool could accommodate the need for additional employees. Therefore, the proposed project would not induce substantial growth in the City of Folsom area. The impact would not be less than significant, and no mitigation would be required.

Questions b, c: No Impact. The proposed Folsom Lake Boat and RV Storage Facility project would affect a site within the City of Folsom that has been designated for commercial land uses; there are no existing housing units on the project site. Therefore, neither housing units nor people would be displaced, and no replacement housing would be required. There would be no impact, and no mitigation would be necessary.

XIV. PUBLIC SERVICES

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives of any of the public services:

Fire protection?		X	
Police protection?		X	
Schools?		X	
Parks?		X	
Other public facilities?		X	

ENVIRONMENTAL SETTING

Public services provided by the City of Folsom in the project area include fire, police, school, library, and park services. Private utilities provide electric, gas, telephone, internet, and cable television services. The site is served by all public utilities, including water, wastewater, and stormwater utilities. According to the City of Folsom, all public services are currently adequate (Folsom 2017c).

The City of Folsom Fire Department provides fire protection services. There are four stations within the City of Folsom. Station 36 is the closest station to the project site, located at 9700 Oak Avenue Parkway, approximately one mile to the southwest of the project site. The Fire Department currently provides fire protection services and emergency medical services to a population of approximately 77,271 people (US Census Bureau 2016).

The City of Folsom Police Department is located at 46 Natoma Street, approximately two miles to the south of the project site. The City police department has a staff of approximately 100 employees, including officers and support staff (Blackburn pers. comm. 2017).

The project site is located within the Folsom Cordova Unified School District. The district includes nine elementary schools, two middle schools, and three high schools. The nearest school to the project site is the Carl Sundahl Elementary School. (Folsom 2017b)

There are two family parks in the vicinity of the project site: the Hannaford Family Park and the Egloff Family Park. Lew Howard Park, the Folsom Rotary Clubhouse, and the Hinkle Creek Recreation Area are grouped to the southwest of the site at the intersection of Oak Avenue Parkway and Baldwin Dam Road. The Beals Point Day Use Area and Folsom Lake State Recreation Area are approximately one mile northeast of the project site. (Folsom 2013d)

The Sacramento Municipal Utilities District (SMUD) would supply electricity to the project site. PG&E provides natural gas to the region, however the facility will not use natural gas.

The City of Folsom has a program of maintaining and upgrading existing public services within the City. Similarly, all private utilities and service providers maintain and upgrade their systems, as necessary for public convenience and necessity, and as technology changes.

ENVIRONMENTAL EVALUATION

Question a: Less-than-Significant Impact. Implementation of the proposed project would result in an incremental increase in demand for all listed municipal services. The project site is located within a fully developed area currently provided with all urban services; there is no indication that these services are inadequate. Because commercial development in this area was anticipated in the City's General Plan, impact fees have been established based on the development of the site. There are no unique aspects of the project that would increase service demands beyond those anticipated in the General Plan, or that would render the current service levels to be inadequate. No new public facilities to accommodate the project's service demands would be necessary. As a condition of approval, the City would require the applicant to participate in the funding of its fair-share of public services to maintain service delivery standards Citywide. The applicant would also be required to verify that the fire-flow requirements are met and rights-of-way for all fire and police vehicles are sufficient and comply with the state and City standards. Compliance with state and City standards, and standard conditions of approval would ensure that any potential public service impacts would be reduced to less-than-significant levels. All potential impacts would be less than significant, and no mitigation in addition to existing City requirements and fees would be necessary.

XV. RECREATION

Would the project:

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
		X	
			X

ENVIRONMENTAL SETTING

The Folsom Parks and Recreation Department provides and maintains a full range of recreational activities and park facilities for the community. There are two neighborhood parks in the vicinity of the project site: Hannaford Family Park and Egloff Family Park. Lew Howard Park, the Folsom Rotary Clubhouse, and the Hinkle Creek Recreation Area are grouped to the southwest of the site at the intersection of Oak Avenue Parkway and Baldwin Dam Road. The Beals Point Day Use Area and Folsom Lake State Recreation Area are approximately one mile northeast of the project site. (Folsom 2013b)

ENVIRONMENTAL EVALUATION

Question a: Less-than-Significant Impact. The proposed project would provide for the construction and operation of a boat and RV storage facility, with an office / manager’s apartment. Only one family unit would occupy the single apartment. Because the addition of a single family unit on the project site would not be substantial in relation to the overall City of Folsom population, the proposed Folsom Lake Boat and RV Storage Facility project would not result in a substantial increase in the use or demand for neighborhood or regional parks, or other recreational facilities. This would be a less-than-significant impact, and mitigation would not be necessary.

Question b: No Impact. Development of the boat and RV storage facility would not include public recreation facilities, nor require the construction or expansion of recreational facilities that might have an adverse impact on the environment. There would be no impact, and mitigation would not be necessary.

XVI. TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, street, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

A Traffic Study was prepared by Traffic Safety Engineers in June 2017. The report summarizes their analysis of traffic trip generation and parking for the Folsom Lake Boat and RV Storage facility. Trip generation rates were calculated based on the ITE Trip Generation Manual, 9th Edition; an estimated 60 trips per day would be generated by the proposed project. Parking demand surveys were conducted at four existing self-storage facilities. The gathered data was used to calculate an average peak parking demand rate of 0.0000558-space per square foot of storage area.

Traffic and Circulation, Bicycle and Pedestrian Facilities

Access to the project site would be provided by Folsom-Auburn Road, at its intersection with Folsom Dam Road. In the project vicinity, Folsom-Auburn Road is composed of two travel lanes in each direction, separated by a median (Google Earth 2017). Left and right turn lanes are provided at the intersection. Project traffic would access the site via the existing intersection, which is currently controlled by a traffic signal that operates in three directions. With implementation of the project, the traffic signal function would be adjusted to accommodate four-way traffic. A paved off-street bike/pedestrian path is located along the project’s frontage on Folsom-Auburn Road.

Traffic from the project site would access Folsom-Auburn Road via a driveway connecting to the recently constructed fourth leg of the existing intersection of Folsom-Auburn Road and Folsom Dam Road. Pedestrian access would be provided via a sidewalk connecting the project site to the

existing off-street bike/pedestrian path. Emergency access to the site would be provided by the proposed driveway connection to Folsom-Auburn Road, and by a second access point at the northern end of Lakeside Way.

The project applicant provided the June 2017 Traffic Study for consideration by the City. The study is based on information provided by the ITE Trip Generation Manual, 9th Edition, and results indicate that the project would generate approximately 60 vehicles trips per day (Traffic Safety Engineers 2017). Unless unusual traffic safety or operations exist in the project area, the City of Folsom does not typically require the preparation of a formal traffic study for smaller projects involving low numbers of vehicle trips, such as the Folsom Lake Boat and RV project.

The adjacent Superior Self-Storage project recently completed street improvements to the intersection at Folsom-Auburn Road/Folsom Dam Road. These improvements completed the fourth leg of the existing intersection, and included the following:

- Restriping of the median at the Folsom-Auburn Road/Folsom Dam Road intersection to provide a northbound left-turn lane
- Construction of a southbound right turn lane at that intersection to provide for turns into the project driveway
- Installation of eastbound traffic signals at that intersection to permit safe egress from the project driveway
- Modification of the existing signal at that intersection to control northbound left turns into the project
- Relocation and reconstruction of the bicycle/pedestrian path due to construction of the right-turn lane.

The fully functioning, four-way controlled intersection would provide necessary traffic control and ensure travel safety in the vicinity of the project.

Transit

No public transit services are provided in the project area.

Airports

No private or public airports are located within the City of Folsom. The nearest public airfield is Mather Airport, located approximately 10 miles from the center of the city. No private airports are located within 10 miles of the city.

Emergency Access

As set forth in Sacramento County's Multi-Hazard Mitigation Plan, the City of Folsom maintains pre-designated emergency evacuation routes along major streets and thoroughfares (Sacramento County 2004). No aspect of the proposed project would modify any streets used for emergency evacuation.

ENVIRONMENTAL EVALUATION

Questions a, b, d: Less-than-Significant Impact. Implementation of the proposed Folsom Lake Boat and RV Storage Facility project would result in a minor increase in traffic from current conditions due to employee vehicle trips and user trips. This increase in traffic would be considered

minor by the City, and would not adversely affect traffic operations or safety in the project vicinity. Because the proposed project would not adversely affect traffic and circulation on Folsom-Auburn Road, the proposed project would not conflict with City standards or result in a substantial increase in traffic congestion. Therefore, traffic impacts would be less than significant, and no mitigation in would be necessary.

Question c: No Impact. No private or public airports are located within the City of Folsom. The nearest public airfield is Mather Airport, located approximately 10 miles from the center of the city. No private airports are located within 10 miles of the city. Therefore, no feature of the proposed Folsom Lake Boat and RV Storage Facility project would result in the modification of any air travel route. There would be no impact, and no mitigation would be required.

Question e: Less-than-Significant Impact. As set forth in the City's Multi-Hazard Emergency Management Plan, the City of Folsom maintains pre-designated emergency evacuation routes along major streets and thoroughfares. Except for required improvements, no aspect of the proposed project would modify these streets or preclude their continued use as an emergency evacuation route. Emergency access to the project site would be provided by the proposed public access driveway at the intersection of Folsom-Auburn Road and Folsom Dam Road, and the emergency access driveway at the northern end of Lakeside Way. Based on the foregoing, this impact would be less-than-significant, and no mitigation would be necessary.

Question f: Less-than-Significant Impact. The proposed project would be consistent with the policies within the City of Folsom General Plan and Bikeway Master Plan. Because the project would not result in the adverse modification of any existing pedestrian, bicycle, or transit facility, and would not result in any interference with such facilities, this would be a less-than-significant impact, and no mitigation would be necessary.

XVII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
			X
		X	

ENVIRONMENTAL SETTING

Ethnographically, the project area is in the southwestern portion of the territory occupied by the Penutian-speaking Nisenan. The territory extended from the area surrounding the current City of Oroville on the north to a few miles south of the American River on the south. Villages typically included family dwellings, acorn granaries, a sweathouse, and a dance house. Populations of Valley Nisenan were as large as 500 persons each.

The Nisenan practiced a subsistence strategy involving moving from one area or elevation to another to harvest plants, fish, and hunt game across contrasting ecosystems that were in relatively close proximity to each other. Valley Nisenan generally did not range beyond the valley and lower foothills, while foothill and mountain groups ranged across a more extensive area that included jointly shared territory whose entry was subject to traditional understandings of priority of ownership and current relations between the groups.

During most of the year, Nisenan usually lived in permanent villages located below about 2,500 feet that generally had a southern exposure, were surrounded by an open area, and were located above, but close to, watercourses. Permanent villages in the foothills and mountains were usually located on high ground between rivers.

Communally organized Nisenan task groups exploited a wide variety of resources. Communal hunting drives were undertaken to obtain deer, quail, rabbits, and grasshoppers. Bears were hunted in the winter when their hides were at their best condition. Runs of salmon in the spring and fall provided a regular supply of fish, while other fish such as suckers, pike, whitefish, and trout were obtained with snares, fish traps, or with various fish poisons such as soaproot. Birds were caught with nooses or large nets, and were also occasionally shot with bow and arrow. Game was prepared by roasting, baking, or drying. In addition, salt was obtained from a spring near modern-day Rocklin.

Acorns were gathered in the fall and stored in granaries for use during the rest of the year. Although acorns were the staple of the Nisenan diet, they also harvested roots like wild onion and “Indian potato,” which were eaten raw, steamed, baked, or dried and processed into flour cakes to be stored for winter use. Buckeye, pine nuts, hazelnuts, and other edible nuts further supplemented the Nisenan diet. Key resources such as acorns, salmon, and deer were ritually managed through ceremonies to facilitate successful exploitation and equitable distribution of resources.

Flaked and ground stone tools were common among the Nisenan and included knives, arrow and spear points, club heads, arrow straighteners, scrapers, rough cobble and shaped pestles, bedrock mortars, grinding stones (metates), pipes, charms, and short spears. In addition, obsidian was highly valued and imported. Nisenan informants stated that obsidian only came from a place to the north, outside of Nisenan territory. Ethnographic information indicates that soapstone was used for bowl mortars, although informants of ethnographers claimed that neither they nor their ancestors made mortars.

REGULATORY SETTING

Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to any California Native American tribes that have requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include Tribal Cultural Resources (TCR), the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as “a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004.” This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

- a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
- b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or
- c. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

“Substantial evidence” is defined in Section 21080 of the Public Resources Code as “fact, a reasonable assumption predicated upon fact, or expert opinion supported by fact.”

The criteria for inclusion in the California Register of Historical Resources (CRHR) are as follows [CCR Title 14, Section 4852(b)]:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; and/or
2. It is associated with the lives of persons important to local, California, or national history; and/or
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition, the resource must retain integrity, which is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association [CCR Title 14, Section 4852(c)].

The City utilizes the same criteria, plus an added consideration of an association with Folsom, to determine whether or not the resource qualifies for inclusion on the City's local historical registry.

Recognizing that California tribes are experts in their TCRs and heritage, AB 52 requires that CEQA lead agencies initiate consultation with tribes at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures.

Summary of Tribal Consultation

The City received written requests to be notified of projects in which the City is the Lead Agency under CEQA from Wilton Rancheria, United Auburn Indian Community, and the Shingle Springs Band of Miwok Indians. Therefore, on October 10, 2017, the City sent project notification letters to these tribes. The letters provided a brief description of the proposed project and its location, the lead agency contact information, and a notification that each tribe has 30 days to request consultation. The 30-day response period concluded on November 11, 2017.

No response was received from Wilton Rancheria within that timeframe. Therefore, no tribal consultation with Wilton Rancheria was carried out for this project.

On October 17, 2017, the Shingle Springs Band of Miwok Indians replied to indicate that based on the information provided, the tribe is not aware of any known cultural resources on this site. However, the tribe requested continued consultation through updates, as the project progresses, copies of technical and environmental documents, and notification in the event that new information or human remains are found. On November 16, 2017, the City notified the tribe that it has been placed on the distribution list for the CEQA document, that the tribe will be notified in the event of a discovery of cultural materials or human remains during construction, and provided a copy of the records search results.

On October 27, 2017 and again on November 8, 2017, the United Auburn Indian Community replied to request consultation, copies of the technical studies, electronic boundaries of the project area, and a tour of the project area. On November 17, 2017, the City formally initiated consultation

with the tribe and provided the requested information. On December 5, 2017, the City, project proponent, and consultants hosted a project area tour for the tribe's representative. The field meeting included a discussion of the project, type of environmental review under CEQA, alternatives under consideration, avoidance areas within the project design, and the results of technical studies to date. The tribe's representative was afforded an opportunity to walk the entire project location. The City requested information about any TCRs present within the project area. The tribe's representative took photographs of the project area. No information about TCRs in the project area was provided to the City during the field visit.

On December 18, 2017, the United Auburn Indian Community provided written comments to the City. The tribe identified one isolated hand-sized rock to which the tribe ascribes importance. The tribe did not provide any description, specific location, cultural association, ethnographic information, or explanation of significance about the rock. Based on this find, the tribe requested tribal monitoring of certain activities in a portion of the project area, which it designated a "culturally sensitive area." Because CEQA requires that information about potential TCRs be withheld from the public record, the location of this sensitive area and the types of activities subject to the monitoring request are not provided in detail herein.

Additional information about potential impacts to TCRs was drawn from the ethnographic context (summarized above), the results of the cultural resources records search and field survey conducted by the Genesis Society, and the results of a search of the Sacred Lands File of the NAHC, which were obtained by the Genesis Society in October 2017. The Sacred Lands File failed to identify any sacred lands or tribal resources in or near the project area. The cultural resources records search and field survey conducted failed to identify any prehistoric or Native American archaeological sites. However, the ground surface was obscured in many locations due to vegetation, and a number of prehistoric resources are located in the vicinity of the project area. There remains a possibility that buried archaeological deposits exist in the project area that may or may not be related to TCRs.

ENVIRONMENTAL EVALUATION

AB 52 established that a substantial adverse change to a TCR has a significant effect on the environment. In assessing substantial adverse change, the City must determine whether or not the project would adversely affect the qualities of the resource that convey its significance. The qualities are expressed through integrity, as provided in CCR Title 14, Section 4852(c). Impacts are significant if the resource is demolished or destroyed or if the characteristics that made the resource eligible are materially impaired [CCR Title 14, Section 15064.5(a)]. Accordingly, impacts to a TCR would likely be significant if the project negatively affects the qualities of integrity that made it significant in the first place. In making this determination, the City needs to address the aspects of integrity that are important to the TCR's significance and take into account the tribe's opinion.

Question a: No Impact. As described above, resources that are eligible for or listed on the CRHR must meet at least one of four criteria and retain sufficient integrity to convey such significance. The City considers the same criteria, plus an added consideration of an association with Folsom, to determine whether or not the resource qualifies for inclusion on the City's local historical registry.

The United Auburn Indian Community reported that its representative observed an isolated rock in an undisclosed location on the property. Isolates are unassociated artifacts or minor features that represent either accidental inclusion or are otherwise disconnected from the human activity that produced them. Isolates do not individually contribute to the broad patterns of history (CRHR

Criterion 1) because they cannot be connected to a particular event, and cannot be associated with specific individuals of historical significance (CRHR Criterion 2) due to their lack of association with archaeological or historical sites. Isolates do not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values (CRHR Criterion 3) and do not provide important information in history or prehistory (CRHR Criterion 4). Therefore, this isolated stone does not meet the eligibility criteria for inclusion in the California Register of Historical Resources. Furthermore, because this stone does not have any association with the City of Folsom, it does not qualify for inclusion in the City's local register.

Therefore, the project would not cause a significant adverse change in the significance of a TCR that is either listed in, or eligible for listing in, the CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). The City finds that there would be no impact.

Question b: Less-than-Significant Impact. As described above, the City, in its discretion and taking into consideration the views of the tribe, must determine whether or not substantial evidence of a TCR exists within the project area.

The United Auburn Indian Community reported the observation of an isolated stone within the project area. After a review of the totality of information submitted by the tribe (as described in "Summary of Tribal Consultation" above), the City determined that the thresholds for substantial evidence have not been met and that the rock does not constitute a TCR for the purpose of CEQA. Existing procedures for the management of unanticipated discoveries (see Cultural Resources, Section) would apply, should any artifacts or evidence of human occupation be discovered during project construction.

Therefore, the project would not cause a significant adverse change in significance of a TCR determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. The City finds that there would be a less-than-significant impact.

XVIII. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing water entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

ENVIRONMENTAL SETTING

The project site is fully served by urban levels of all utilities and services. Public utilities provided within the City include wastewater treatment, storm water drainage, and solid waste disposal. The City of Folsom and the San Juan Water District provide domestic water service in this area of the city (Folsom 2017e). (For additional information regarding domestic water in this area of the City, please refer to Section IX, *Hydrology and Water Quality*, of this Initial Study.) Private utilities provide electric, gas, telephone, and cable television services. All utility and service systems are currently adequate (City of Folsom 2017c).

The project applicant would be required to complete on-site utility infrastructure and system connection as part of the proposed project. As shown in Figure 4, stormwater from the northern portion of the site would be directed to a stormwater treatment vault, from which the treated stormwater would be discharged to an existing City storm drain line in Lakeside Way. Stormwater from the southern portion of the site would be directed to a stormwater treatment vault, and treated stormwater would then discharge to an existing natural basin south of the project. Additionally, stormwater would be collected in a drainage swale from the base of the retaining wall along the project's western boundary and discharged directly to the natural basin south of the project site. The capacity of proposed treatment facilities, the amount of stormwater detention provided, and the overall capacity of the natural basin are not known at the time of preparation of this Initial Study.

Wastewater generated from the proposed project would discharge to an existing sanitary sewer line within the project site completed during construction of the adjacent Superior Self Storage project. This connection to the existing pipe would occur within the northern portion of the project site. Electric service would be provided by SMUD; gas service would not be required for the proposed project.

Treated water to the area is supplied on a wholesale basis by the San Juan Water District, and the City of Folsom operates the delivery infrastructure. There are existing water mains for both domestic and fire fighting purposes within the Folsom-Auburn Road right-of-way. The proposed project would connect to these existing water mains.

All utility connections would occur within the project site or adjacent to the project site along the Folsom-Auburn Road right-of-way.

The City of Folsom employs a design process that includes coordination with potentially affected utilities as part of project development. Identifying and accommodating existing utilities is part of the design process, and utilities are considered when finalizing public project plans. The City of Folsom coordinates with the appropriate utility companies to plan and implement any needed accommodation of existing utilities, including water, sewer, telephone, gas, electricity, and cable television lines.

ENVIRONMENTAL EVALUATION

Questions a, b, e: Less-than-Significant Impact. The City of Folsom is responsible for managing and maintaining its wastewater collection system, including 350 miles of pipeline and fifteen lift stations. This system ultimately discharges into the Sacramento Regional County Sanitation District (SRCSD) interceptor sewer system. Wastewater is then treated at the Sacramento Regional Wastewater Treatment Plant, located in Elk Grove. (Folsom 2014)

In compliance with the 2006 SWRCB General Waste Discharge Requirements for Sanitary Sewer Systems, the City of Folsom adopted an updated Sewer System Management Plan on August 26, 2014. The plan outlines how the municipality operates and maintains the collection system, and the reporting of all Sanitary Sewer Overflows (SSO) to the SWRCB's online SSO database. (Folsom 2014)

The proposed project would not require or result in the construction of new offsite wastewater collection or treatment facilities, or the expansion of existing facilities. The City of Folsom has sufficient capacity to accommodate any additional demand that could result from implementation of the Folsom Lake Boat and RV Storage Facility project, and the City is in compliance with statutes and regulations related to wastewater collection and treatment. Therefore, impacts would be less than significant, and no mitigation would be required.

Question c: Less-than-Significant Impact with Mitigation. This topic is further discussed in Section IX, *Hydrology and Water Quality*, of this Initial Study.

As proposed by the applicant and described above, on-site stormwater quality control would vary throughout the project site. In the western area of the site, stormwater is not proposed to be treated prior to discharge to the basin. In this location, stormwater would be collected in a drainage swale

from the base of the retaining wall along the project's western boundary and discharged directly to the natural basin south of the project site.

As proposed, the project would result in the discharge of untreated urban stormwater to a natural water feature. Additionally, the capacity of proposed treatment facilities, the amount of stormwater detention provided, and the overall capacity of the natural basin are not known. For these reasons, this would be a significant impact, and mitigation would be necessary. Implementation of Mitigation Measure HYD-1, described previously, would ensure that no adverse effects due to stormwater generation or contamination would take place.

Mitigation Measure UTIL-1:

Implement Mitigation Measure HYD-1.

With implementation of this Measure, the proposed project drainage pattern would be designed to avoid impacts to adjoining properties, and all drainage would be stored on-site for subsequent discharge to ensure that no increase in downstream flood hazards would occur. For these reasons, impacts to water quality, drainage patterns, and stormwater runoff would be less than significant after mitigation.

Questions b, d: Less-than-Significant Impact with Mitigation. The Folsom Lake Boat and RV Storage Facility project would use potable water for residential needs, fire suppression, and irrigation. Day to day water use within the project would be nominal, and would be limited to domestic needs within the onsite apartment and office, and for landscaping.

The San Juan Water District and the City provide domestic water service jointly in this area of the City. The San Juan Water District supplies treated water to the area, and the City of Folsom operates the delivery infrastructure. There are existing water mains for both domestic and fire fighting within the Folsom-Auburn Road right-of-way. According to the San Juan Water District's 2015 Urban Water Master Plan, "the District is expected to meet 100 percent of wholesale and retail water demands during normal water, single dry, and multiple dry water years through 2040" (SJWD 2016).

California suffered a severe drought during the period from 2011 to 2016. During the drought, the State adopted a number of emergency actions setting forth conservation requirements and responsibilities for the State and its various agencies, and water purveyors. Many of these provisions were rescinded or modified in late 2016/early 2017 in response to the easing of drought conditions. However, the State Water Resources Control Board will maintain urban water use reporting requirements and prohibitions on wasteful practices such as watering during or after rainfall, hosing off sidewalks, and irrigating ornamental turf on public street medians. (California Governor 2016)

Because the proposed project does not identify any design or facilities that would minimize water use, this would be a significant impact. The following mitigation would be required:

Mitigation Measure UTIL-2:

- Prior to issuance of a building permit, the owner/applicant or any successor in interest shall submit a landscaping plan to the City of Folsom that would result in the use of only native or other low water use plants that would be irrigated using only drip or microspray systems.
- Potable water shall not be used to wash sidewalks and driveways.

-
- If generally required by the City, ultra-low water use appliances shall be installed in the onsite apartment and office, and the project will comply with any other applicable water conservation measures adopted by the City.

Implementation of the mitigation measure above would result in the conservation of water during project operations, and this impact would be reduced below a level of significance. No additional mitigation would be necessary.

Questions f, g: Less-than-Significant Impact. The City of Folsom Solid Waste Division provides solid waste, recycling, and hazardous materials collection services to its residential and business communities. In order to meet the State-mandated 50 percent landfill diversion requirements stipulated under AB 939, the City has instituted several community-based programs. The City offers a door-to-door collection program for household hazardous and electronic waste, curbside recycling, and a neighborhood cleanup program to meet the diversion targets.

After solid waste is sorted and processed for recycling, the remaining solid waste is taken to the Kiefer Landfill, the primary municipal solid waste disposal facility in Sacramento County. The landfill facility currently has 660 acres available for disposal needs, including sufficient capacity to accommodate the solid waste disposal needs of the City of Folsom (Sacramento County 2017).

Construction and operation of the proposed project would generate solid waste. Construction of the boat and RV storage facility would involve site preparation activities that would generate solid waste (i.e., building material debris, cardboard, insulation, asphalt, concrete). Once constructed, the boat and RV storage facility employees would also generate solid waste. Because the City of Folsom complies with applicable federal, state, and local requirements regarding solid waste removal and diversion targets, and the landfill serving the project area has sufficient capacity to accommodate solid waste needs, there would be less-than-significant impacts to solid waste disposal, and no mitigation would be necessary.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Question a: Less-than-Significant Impact with Mitigation. As discussed above, the project has the potential to result in the loss or degradation of biological resources, result in the loss or damage of undiscovered cultural resources, result in soil erosion due to construction, result in adverse effects in relation to stormwater quality and quantity, generate noise during construction, and use potable water in a way that does not meet recent drought restrictions. See Sections IV, *Biological Resources*; V, *Cultural Resources*; VI, *Geology and Soils*; IX, *Hydrology and Water Quality*; XII, *Noise*, and XVII, *Utilities and Service Systems* for further discussion of the proposed project’s potential impacts on these environmental issue areas. With the implementation of the mitigation measures identified within those issue areas, and compliance with City programs and requirements identified in this report, impacts would be reduced to a less-than-significant level. No significant or potentially significant impacts would remain.

Question b: Less-than-Significant Impact. The proposed project would accommodate long-term City of Folsom environmental goals to provide places of employment within the City, and to infill the proposed project’s area of the City consistent with goals of the City’s General Plan. While the project would indirectly contribute to cumulative impacts associated with increased urban development in the city and region, these impacts have previously been evaluated by the City and considered in development of the City’s General Plan as set forth in this Initial Study. See Section 4 of this Initial Study for a discussion of the cumulative impacts of urban development within the City.

Question c: Less-than-Significant Impact with Mitigation. As discussed above, the project has the potential for impacts related to biological resources, cultural resources, soil erosion, stormwater runoff, construction noise levels, and water use. With the implementation of the City programs, and implementation of the mitigation measures identified in this report, potential impacts would be reduced to less-than-significant levels. No significant or potentially significant impacts would remain. Mitigation measures are as follows:

Mitigation Measure BIO-1:

Removal and transplantation of blue elderberry shrubs for construction of the Folsom Lake Boat and RV Storage Project will require consultation with the USFWS. Mitigation for the loss of VELB habitat on the site shall be consistent with mitigation guidelines outlined in *The Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle* and shall include the following:

- A qualified biologist shall conduct exit hole surveys consistent with guidelines in *The Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle* to determine occupancy of the shrubs onsite by the VELB.
- In the absence of exit holes, the qualified biologist shall conduct additional analysis to determine if there is a riparian area, elderberry shrubs, or known VELB records within 800 meters (2,526 feet) of the proposed project. Additionally, the biologist shall assess whether the site was continuous with a historical riparian corridor.
- If elderberry shrubs are determined to be occupied by the VELB, impacts to individual shrubs in non-riparian habitat shall be mitigated through transplantation of the shrub and 1:1 compensatory mitigation. Compensatory mitigation can be accomplished through the purchase of credits at a Service-approved mitigation bank, applicant provided on-site mitigation, or applicant provided off-site mitigation. Shrub transplantation and compensatory mitigation shall be consistent with guidelines provided in *The Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle* and approved by the USFWS.
- The owner/applicant shall consult with USFWS prior to implementation of the project to obtain all required state and federal permits and authorizations for potential impact to listed species.

Mitigation Measure BIO-2:

- A jurisdictional delineation of Waters of the United States on the project site will be completed to confirm the limits of jurisdictional areas and potential project impacts. The delineation shall be verified by the Corps. The verified delineation will provide the applicant with the impact acreage necessary for preparing a Waters of the United States /Wetland Mitigation Plan and/or permit application if impacts to jurisdictional areas cannot be avoided.
- If project impacts to federal and state jurisdictional areas are identified, the owner/applicant shall obtain all necessary permits for impacts to Waters of the United States and wetlands from the Corps and Regional Water Quality Control Board (RWQCB) and/or for impacts to the Streambed from California Department of Fish and Wildlife (CDFW) prior to project implementation. The project must comply with all permit conditions. Compensatory mitigation must be consistent with the regulatory agency standards pertaining to mitigation type, location, and ratios, but will be accomplished with a minimum of 1:1 replacement ratio.
- If compensatory mitigation is needed, the owner/applicant may satisfy all or a portion of Waters of the United States and wetlands mitigation through the purchase of “credits” at a mitigation bank approved by the Corps, RWQCB, and/or CDFW for compensatory mitigation of impacts to hydrologically similar Waters of the United States, or through other means, such as on- or off-site wetland creation, conservation easement, contribution to

approved in-lieu habitat fund, etc. The mitigation plan must be approved by the permitting agencies.

Mitigation Measure BIO-3:

- 3a. The owner/applicant shall schedule vegetation removal and ground-clearing activities prior to the initiation of nesting activity (March) or after fledging (August).
- 3b. If Measure BIO-3a is infeasible, conduct pre-construction surveys between March 1 and August 15 in potential nesting habitat to identify nest sites. If an active raptor nest is observed within 500 feet of the project site, contact CDFW for guidance and/or establish a 500-foot buffer around the nest tree. If a passerine bird nest is observed during surveys, a 100-foot buffer around the nest will be established or consultation with CDFW should be conducted for a reduced buffer zone based on nesting phenology, site conditions, and recommendation(s) of a biological monitor. Construction activities in the buffer zone will be prohibited until the young have fledged.

Mitigation Measure BIO-4:

The owner/applicant shall obtain a tree removal permit and mitigate for removal of protected and heritage trees in accordance with Chapter 12.16 of the City of Folsom Municipal Code for Tree Preservation. This shall include the following:

- An application containing an application form, justification statement, site map, preservation program, and arborist's report shall be submitted to the City of Folsom for issuance of a tree permit.
- A Mitigation Plan shall be prepared to mitigate for removal of protected and heritage trees. Mitigation Plans can include on-site mitigation or offsite mitigation. Onsite mitigation can consist of a combination of existing tree preservation and mitigation tree planting based on tree planting requirements. Offsite mitigation can consist of dedication of property for the purpose of planting trees, or the payment of an inch-for-inch replacement in-lieu fee, as set by city council resolution to cover the cost of purchasing mitigation. Mitigation tree planting for approved removal of each protected tree shall be based on the size of each protected tree removed. The following table outlines mitigation tree planting requirements.

Size of Protected Tree Removed	Mitigation Required		
	Replacement Planting		In-lieu Fee
	15-Gallon Native oak	24-inch box Native oak	
6" – 10"	8	4	Fee set by City Council Resolution
>10" – 15"	15	6	Fee set by City Council Resolution
>15" – 20"	20	10	Fee set by City Council Resolution
>20" -25"	30	15	Fee set by City Council Resolution
>25" – 30"	35	17	Fee set by City Council Resolution
>30" – 35"	40	20	Fee set by City Council Resolution
>35" – 40"	20	25	Fee set by City Council Resolution
>40"	---	35	Fee set by City Council Resolution

- Mitigation for the removal of protected trees may also be in the form of preserving an existing, and sustainable preserve of oaks, subject to the approval of the approving authority. At a minimum, the preserved area must contain diameter inches and tree species equivalent to the inches and species of the protected trees to be removed. The preservation area must be either dedicated to the City, placed in a conservation easement, or some other method accepted by the City Council to ensure preservation of the oak woodland habitat.
- The owner/applicant shall retain a certified arborist for implementation of the project. Arborist shall be responsible for overseeing onsite tree removal and tree preservation. The applicant shall place high visibility fencing around each protected tree or group of trees to be preserved onsite to avoid encroachment within the protected zone of protected trees. Fencing shall be installed prior to any construction onsite and shall enclose the entire protected zone. Parking of vehicles, equipment, or storage of materials is prohibited within the protected zone of protected trees with the exception of street trees as outlined in Section 12.16.030 of the City of Folsom Tree Ordinance. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree.

Mitigation Measure CUL-1:

- If any archaeological, cultural, historical resources, artifacts, or other features are discovered during the course of construction anywhere on the project site, work shall be suspended in that location until a qualified professional archaeologist assesses the significance of the discovery and provides consultation with staff, the Folsom Historical Society, and the Heritage Preservation League. Appropriate mitigation, as recommended by the archaeologist, shall be implemented. If agreement cannot be reached, the Planning Commission shall determine the appropriate implementation measure.

Mitigation Measure CUL-2:

- In the event human remains are discovered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code 5097.98. If the coroner determines that no investigation of the cause of death is required and if the remains are of Native American Origin, the coroner will notify the Native American Heritage Commission, which in turn will inform a most likely decedent. The decedent will then recommend to the landowner or landowner's representative appropriate disposition of the remains and any grave goods.

Mitigation Measure GEO-1:

Prior to the initiation of grading, the project owner/applicant shall submit Permit Registration Documents (PRD) for the Construction General Permit Order 2009-0009-DWQ to the State Water Resources Control Board, and comply with, and implement, all requirements of the permit. A Legally Responsible Person (LRP) shall electronically submit PRDs prior to commencement of construction activities in the Storm Water Multi-Application Report Tracking System. PRDs consist of the Notice of Intent, Risk Assessment, Post-Construction Calculations, a Site Map, the Storm Water Pollution Prevention Plan (SWPPP), a signed certification statement by the LRP, and the first annual fee. Following submittal of a Notice of Intent package and development of a SWPPP in accordance with the Construction General Permit, the applicant will receive a Waste Discharge Identification Number from the SWRCB. All requirements of the site-specific SWPPP, including any revisions, shall be included in construction documents and must be available on site for the duration of the project.

As required by regulations implementing the Construction Stormwater Permit, the SWPPP shall include:

- Specific and detailed Best Management Practices (BMP) to mitigate construction related pollutants, including sediments. These controls would include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricant, paints, solvents, and adhesives) with stormwater. The SWPPP would specify properly designed centralized storage areas that keep these materials out of the rain and/or protected from the wind.
- Dust control BMPs for the stabilization of exposed surfaces and to minimize activities that suspend or track dust particles. For heavily traveled and disturbed areas, wet suppression (watering), chemical dust suppression, gravel or asphalt surfacing, temporary gravel construction entrances, equipment wash-out areas, and haul truck covers can be employed as dust control applications. Permanent or temporary vegetation and mulching, and sand fences can be employed to prevent sediment-laden stormwater from reaching receiving waters, or to force stormwater to drop their sediment load on-site.
- The SWPPP is required to specify a monitoring program to be implemented by the construction site supervisor. SWRCB personnel, who may make unannounced site inspections, are empowered to levy appropriate fines if it is determined that the SWPPP has not been properly prepared and implemented.

Mitigation Measure HYD-1:

Prior to the issuance of any grading or building permit, the owner/applicant shall prepare and implement a City-reviewed and approved engineered stormwater treatment and management plan consistent with the requirements of Folsom Municipal Code Chapters 8.70, *Stormwater Management and Discharge Control*, and 14.29, *Grading*, Sections 14.29.320 through 14.29.322. The treatment and management plan shall consider the cumulative effects of all dischargers to the natural receiving basin, including the capacity of the basin and basin discharges to any other stormwater facilities. The Plan shall be written so that its implementation ensures that the quality of all discharged stormwater meets NPDES requirements, limits the rate at which stormwater can be discharged from the site to that occurring under pre-project conditions, and ensures that receiving waters have sufficient capacity to accommodate stormwater generated by the project and all other land uses tributary to the natural basin.

Mitigation Measure HYD-2:

Implement Mitigation Measure HYD-1.

Mitigation Measure NOI-1:

Due to the proximity of sensitive receptors to the subdivision site, all construction activities shall be required to comply with the following:

- **Construction Hours/Scheduling:** Project construction shall be limited to the hours of 7 a.m. to 6 p.m. on any day except Saturday or Sunday, and between 8 a.m. and 5 p.m. on Saturday. Construction is prohibited on Sunday and holidays.
- **Construction Equipment Mufflers and Maintenance:** All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- **Idling Prohibitions:** All equipment and vehicles shall be turned off when not in use. Unnecessary idling of internal combustion engines shall be prohibited.
- **Equipment Location and Shielding:** All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from the adjacent homes.
- **Staging and Equipment Storage:** The equipment storage location shall be sited as far as possible from nearby sensitive receptors.

Mitigation Measure UTIL-1:

Implement Mitigation Measure HYD-1.

Mitigation Measure UTIL-1:

- Prior to issuance of a building permit, the owner/applicant or any successor in interest, shall submit a landscaping plan to the City of Folsom that would result in the use of only native or other low water use plants that would be irrigated using only drip or microspray systems.
- Potable water shall not be used to wash sidewalks and driveways.

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- If generally required by the City, ultra-low water use appliances shall be installed in the onsite apartment and office, and the project will comply with any other applicable water conservation measures adopted by the City.

Because of site conditions, existing City regulation, regulation of potential environmental impacts by other agencies, and the above-listed mitigation measures, the proposed Folsom Lake Boat and RV Storage Facility project would not have the potential to cause substantial adverse effects on human beings as demonstrated in the detailed evaluation contained in this Initial Study.

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8. APPLICANT AGREEMENT TO MITIGATION MEASURES

By the signature below, the project applicant agrees to implement and incorporate the Mitigation Measures outlined above as part of the Folsom Lake Boat and RV Storage Facility project.

David Kindelt
Signature

02/23/18
Date

David Kindelt
Printed Name

Managing Member
Title

Attachment 10
Site Photographs







