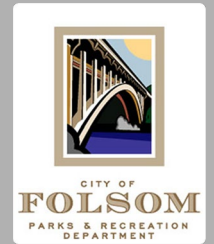




ENVIRONMENTAL CHECKLIST
AND ADDENDUM

Alder Creek Apartments



PREPARED FOR:
Scott A. Johnson, AICP
Planning Manager
City of Folsom
Community Development Department
50 Natoma Street
Folsom, CA 95630

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Environmental Checklist and Addendum

Prepared for:

City of Folsom
50 Natoma Street
Folsom, CA 95630

Contact:

Scott Johnson, Planning Manager
(916) 461-6206

Prepared by:



Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, California 95814

Contact:

Amanda Olekszulín
916.444.7301

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TABLE OF CONTENTS

Section	Page
1 INTRODUCTION.....	1-1
1.1 Background and Action Triggering the Addendum.....	1-1
1.2 Previous Environmental Analyses.....	1-1
1.3 California Environmental Quality Act Guidelines Regarding an Addendum to an Environmental Impact Report.....	1-2
1.4 Project Introduction and History.....	1-3
2 PROJECT DESCRIPTION.....	2-7
2.1 Project Overview.....	2-7
2.2 Project Location.....	2-7
2.3 Existing Setting.....	2-7
2.4 FPASP And Project Objectives.....	2-10
2.5 Summary of Proposed Amendments to the Folsom Plan Area Specific Plan.....	2-10
2.6 Project Construction.....	2-13
2.7 Required Discretionary Actions.....	2-13
3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW.....	3-1
3.1 Explanation of Checklist Evaluation Categories.....	3-1
3.2 Discussion and Mitigation Sections.....	3-2
4 ENVIRONMENTAL CHECKLIST.....	4-3
4.1 Aesthetics.....	4-3
4.2 Agriculture and Forest Resources.....	4-5
4.3 Air Quality.....	4-7
4.4 Biological Resources.....	4-18
4.5 Cultural Resources.....	4-22
4.6 Energy.....	4-30
4.7 Geology and Soils.....	4-34
4.8 Greenhouse Gas Emissions.....	4-37
4.9 Hazards and Hazardous Materials.....	4-45
4.10 Hydrology and Water Quality.....	4-48
4.11 Land Use and Planning.....	4-51
4.12 Mineral Resources.....	4-55
4.13 Noise.....	4-56
4.14 Population and Housing.....	4-62
4.15 Public Services.....	4-64
4.16 Recreation.....	4-67
4.17 Transportation.....	4-69
4.18 Utilities and Service Systems.....	4-78
4.19 Wildfire.....	4-83
4.20 Mandatory Findings of Significance.....	4-86
5 LIST OF PREPARERS AND PERSONS CONSULTED.....	5-1
5.1 List of Preparers.....	5-1
6 REFERENCES.....	6-1
7 LIST OF ABBREVIATIONS.....	7-1

Appendices (to be found on a CD on the back cover)

A	Air Quality and Greenhouse Gas Modeling and Assumptions Data
B	Cultural Resources Assessment
C	Geotechnical Engineering Report
D	Phase 1 Environmental Site Assessment
E	Environmental Noise Assessment
F	Transportation Impact Study/ Traffic Assumptions
G	Mitigation and Monitoring Reporting Program

Figures

Figure 2-1	Regional Location.....	2-8
Figure 2-2	Project Vicinity.....	2-9
Figure 2-3	Proposed General Plan/Specific Plan Amendment	2-11
Figure 4-1a	Residential Cancer Risk Contours - Unmitigated	4-14
Figure 4-1b	Residential Cancer Risk Contours - Mitigated.....	4-15

Tables

Table 2-1	Adopted FPASP Land Use Summary for Areas Affected by the Project	2-12
Table 2-2	Proposed FPASP Land Use Summary for Areas Affected by the Project.....	2-12
Table 2-3	Summary of Proposed Changes to FPASP Land Uses and Projected Population	2-13
Table 2-4	Entitlements, Approvals and Permits.....	2-13
Table 4-1	Summary of Maximum Daily Construction-Generated Emissions (Unmitigated).....	4-9
Table 4-2	Noise Compatibility Standards	4-57
Table 4-3	Noise Level Standards from Stationary Sources.....	4-57
Table 4-4	Groundborne Vibration Impact Criteria for General Assessment.....	4-58
Table 4-5	Predicted Future Traffic Noise Levels at the Alder Creek Apartments Site	4-60
Table 4-6	City Water Supply and Demand Comparison at Buildout (2050).....	4-81

1 INTRODUCTION

1.1 BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

The Alder Creek Apartments development proposal (hereafter the “project”), consists of a luxury apartment complex proposed on 10.8 acres within the previously approved Mangini Ranch Phase 2 Subdivision project portion of the 3,500-acre Folsom Plan Area Specific Plan (FPASP) area within the City of Folsom (City). The project requires a General Plan Amendment, an amendment to the FPASP to allow for an exchange in land use designations of Multi-Family Low Density and Multi-Family High Density on specific parcels within the FPASP and a minor administrative modification for the transfer of unutilized high density residential units to other sites within the FPASP. The proposed project would result in an overall increase of 120 multi-family high density units, a reduction of 58 multi-family low density units, and a reduction of 62 mixed-use units. Therefore, the project would not increase the total number of dwelling units in the FPASP.

Pursuant to the California Environmental Quality Act (“CEQA”) (Public Resources Code (PRC) § 21000, *et seq.*), the City certified the Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) (State Clearinghouse No. 2008092051) for the FPASP in May 2011. The City also adopted a Mitigation Monitoring and Reporting Plan (MMRP) and Statement of Overriding Considerations.

As the lead agency under CEQA, the City has prepared this Environmental Checklist/Addendum in accordance with CEQA Guidelines section 15164 to evaluate whether the proposed project’s effects were adequately examined in the previous environmental analysis in the FPASP EIR/EIS or whether any changes trigger supplemental or subsequent review under CEQA Guidelines section 15162 or 15163. This Environmental Checklist/Addendum considers whether the environmental conditions that exist today have changed such that new or substantially more severe environmental impacts would occur compared to that evaluated in the EIR/EIS. As described below, no changes associated with the proposed project, and no changes in circumstances, trigger subsequent or supplemental review.

Federal review and/or approval is not required for the project; and therefore, no NEPA-related document is required.

1.2 PREVIOUS ENVIRONMENTAL ANALYSES

The environmental process for the FPASP involved the preparation of the following documents that are relevant to the consideration of the proposed amendment to the FPASP for the project.

- ▶ Draft EIR/EIS for the Folsom South of U.S. 50 Specific Plan Project, Volumes I-III and Appendices, June 2010;
- ▶ FEIR for the Folsom South of U.S. Highway 50 Specific Plan Project, May 2011;
- ▶ CEQA Findings of Fact and Statement of Overriding Considerations for the Folsom South of U.S. Highway 50 Specific Plan Project, May 2011;
- ▶ Mitigation Monitoring and Reporting Program for the Folsom South of U.S. Highway 50 Specific Plan Project, May 2011;
- ▶ Initial Study and Mitigated Negative Declaration for the South of 50 Backbone Infrastructure Project, December 2014;
- ▶ Draft EIR for the Russell Ranch Project, December 2014;
- ▶ Final EIR for the Russell Ranch Project, April 2015;
- ▶ Environmental Checklist and Addendum for the Folsom Heights Tentative Map Project, April 2017;
- ▶ Environmental Checklist and Addendum for the Folsom Plan Area Specific Plan Amendment for the Westland Eagle Project, June 2015;
- ▶ Environmental Checklist and Addendum for the Folsom Plan Area Specific Plan Amendment for the Hillsborough at Easton Area Project, April 2016; and

- Environmental Checklist and Addendum for the Folsom Plan Area Specific Plan Amendment for the Toll Brothers at Folsom Ranch Master Planned Development, February 2020.

In addition to the above listed environmental documents, several projects proposed in the FPASP area were approved under the adopted FPASP and were determined to be exempt from CEQA. The Mangini Ranch Phase 1 Tentative Map, approved on June 25, 2015, was consistent with existing plans and zoning and therefore was eligible for an exemption from CEQA review under Government Code section 65457 and CEQA Guidelines section 15182. Similarly, the Mangini Ranch Phase 2 Tentative Map, approved February 13, 2018, was also consistent with existing plans and zoning and therefore was eligible for an exemption from CEQA review under Government Code section 65457 and CEQA Guidelines section 15182.

1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES REGARDING AN ADDENDUM TO AN ENVIRONMENTAL IMPACT REPORT

Altered conditions, changes, or additions to the description of a project that occur after certification of an EIR may require additional analysis under CEQA. The legal principles that guide decisions regarding whether additional environmental documentation is required are provided in the State CEQA Guidelines, which establish three mechanisms to address these changes: 1) a subsequent environmental impact report (SEIR), 2) a Supplement to an EIR, or 3) an Addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a SEIR would be prepared. In summary, when an EIR has been certified for a project, no Subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a Subsequent EIR if:

- (1) any of the conditions described above for Section 15162 would require the preparation of a SEIR; and
- (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Under Section 15164, an addendum is appropriate where a previously certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with CEQA Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

Based on the criteria above, the City has determined that an addendum is the appropriate document.

This addendum is intended to evaluate and confirm CEQA compliance for a proposed amendment to the FPASP, which would be a change relative to what is described and evaluated in the FPASP Final EIR/EIS. This addendum is organized as an environmental checklist and is intended to evaluate all environmental topic areas for any changes in circumstances or the project description, as compared to the approved Final EIR/EIS, and determine whether such changes were or were not adequately covered in the certified EIR/EIS. This checklist is not the traditional CEQA Environmental Checklist, per Appendix G of the CEQA Guidelines. As explained below, the purpose of this checklist is to evaluate the checklist categories in terms of any "changed condition" (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion from the FPASP EIR/EIS. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and CEQA Guidelines Section 15162, 15163, 15164 and 15168.

A comprehensive update to the CEQA Guidelines has been completed since certification of the FPASP Final EIR/EIS. The checklist categories follow the updated Appendix G of the CEQA Guidelines, which became effective on December 28, 2018. Some additional questions have been included for potential impacts related to the FPASP.

1.4 HISTORY OF DEVELOPMENT AND ENVIRONMENTAL REVIEW FOR THE FPASP

The project is located within the FPASP, a development plan for over 3,500 acres of land located south of Highway 50, north of White Rock Road, east of Prairie City Road, and adjacent to the Sacramento County/El Dorado County line in the southwestern portion of the City.

On June 28, 2011, the Folsom City Council approved (Resolution No. 8863) the FPASP which included development of up to 10,210 residential housing units in a range of housing types, styles, and densities along with commercial, industrial/office park, and mixed-use land uses, open space, public schools, parks and infrastructure projected to occur on the approximate 3,585-acre site (FPASP area). With approval of the FPASP, the City approved general plan land use and zoning designations for the entire FPASP area, including the project site. The City and the U.S. Army Corps of Engineers (USACE) prepared a joint EIR/EIS for the FPASP that evaluated the environmental impacts associated with development of the entire FPASP area based on the land use and zoning designations identified in the specific plan. The City was the Lead Agency with respect to preparation of the EIR and USACE was the Lead Agency with respect to preparation of the EIS. The approval of the FPASP was followed by these subsequent changes:

- ▶ On December 7, 2012, the City approved an Addendum to the EIR for the FPASP for purposes of analyzing an alternative water supply for the project. The revisions to the "Water" component of the FPASP project included: (1) leak fixes, (2) implementation of metered rates, (3) exchange of water supplies, and (4) new water conveyance facilities. The City concluded that, with implementation of certain mitigation measures from the FPASP EIR's "Water" sections, the water supply and infrastructure changes would not result in any new significant impacts, substantially increase the severity of previously disclosed impacts or involve any of the other conditions related to

changed circumstances or new information that can require a subsequent or supplemental EIR. The analysis in portions of the FPASP EIR's "Water" sections that have not been superseded by the Addendum are still applicable. Mitigation measures identified in the Revised Proposed Off-Site Water Facility Alternative Addendum that are applicable to the Alder Creek Apartments and are required to be implemented by the project have been incorporated in the MMRP attached in Appendix G.

- ▶ In August 2014, the Folsom City Council approved an amendment to the FPASP (Resolution No. 9420) relative to the alignment and design guidelines for the future Capital Southeast Connector (White Rock Road).
- ▶ On January 27, 2015, the Folsom City Council approved the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (Resolution No. 9505). The proposed project consists of the construction of the backbone infrastructure within the Folsom Plan Area. Mitigation measures identified in the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration that are applicable to the Alder Creek Apartments and are required to be implemented by the project have been incorporated in the MMRP attached in Appendix G.
- ▶ On May 12, 2015, the Folsom City Council approved the Russell Ranch Specific Plan Amendment (Resolution No. 9566), the Final Environmental Impact Report (Resolution No. 9564) and a General Plan Amendment (Resolution No. 9566) for the Russell Ranch Project. The approved specific plan amendment (SPA) reduced the FPASP residential area by approximately 17.8 acres and 264 dwelling units and reduced the commercial, office park/industrial and mixed-use area by approximately 59.5 acres and 0.65 million square feet of potential building area.
- ▶ On September 22, 2015, the Folsom City Council approved the Westland/Eagle Specific Plan Amendment, an Amendment to the Folsom General Plan (Resolution No. 9655) and an Addendum to the Final Environmental Impact Report/Environment Impact Statement (Resolution No. 9654) for the Westland/Eagle Project. The approved SPA increased the residential dwelling unit count by 889 units and decreased the amount of commercial, office park/industrial and mixed-use area by approximately 82.5 acres and 1.4 million square feet of potential building area.
- ▶ On May 24, 2016, the Folsom City Council approved the Hillsborough Specific Plan Amendment (Resolution No. 9763), an Amendment to the Folsom General Plan (Resolution No. 9762), and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9761) for the Hillsborough Project. The approved SPA includes 394 additional housing units with about 65 additional acres of residential uses, approximately 49 fewer acres of public/quasi-public uses, approximately 16 acres less open space, approximately 5 additional acres of park space, and approximately 4 fewer acres of community commercial land uses.
- ▶ On June 28, 2016, the Folsom City Council approved the Carr Trust Specific Plan Amendment and General Plan Amendment (Resolution No. 9789) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9788) for the Carr Trust Project. The approved SPA decreased the residential dwelling unit count by 28 units by modifying the land use designation from medium low density residential to single family high density residential.
- ▶ On June 28, 2016, the Folsom City Council approved the Folsom Heights Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 9785) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9784) for the Folsom Heights Project. The approved SPA did not change the number of dwelling units; however, the residential density was decreased, and the amount of general commercial was reduced by 23 acres.
- ▶ On June 28, 2016, the Folsom City Council approved the Broadstone Estates Specific Plan Amendment and an Amendment to the Folsom General Plan (Resolution No. 9787) and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 9786) for the Broadstone Estates Project. The approved SPA would eliminate the industrial office space and general commercial land uses (10.5 acres and 13.3 acres, respectively), would increase the single-family residential land use by approximately 21 acres and 71 additional dwelling units, and would increase the open space area by 2.7 acres.

- ▶ On March 10, 2020, the Folsom City Council approved the Toll Brothers Specific Plan Amendment and an Amendment to the Folsom General Plan and an Addendum to the Final Environmental Impact Report/Environmental Impact Statement (Resolution No. 10400) for the Toll Brothers at Folsom Ranch Master Planned Community. The approved SPA allowed for the reallocation of residential and park land use designations within the FPASP area. The SPA did not change the number of dwelling units or total park acreage in the FPASP area.

As mentioned above, several projects proposed in the FPASP area were approved under the adopted FPASP and were determined to be exempt from CEQA. The Mangini Ranch Phase 1 Tentative Map, approved on June 25, 2015, was consistent with existing plans and zoning and therefore was eligible for an exemption from CEQA review under Government Code section 65457 and CEQA Guidelines section 15182. Similarly, the Mangini Ranch Phase 2 Tentative Map, approved February 13, 2018, was also consistent with existing plans and zoning and therefore was eligible for an exemption from CEQA review under Government Code section 65457 and CEQA Guidelines section 15182.

The EIR/EIS was prepared at the program "first-tier" level of environmental review consistent with the requirements of CEQA Sections 15152 and 15168. The program-level analysis considered the broad environmental impacts of the overall specific plan. In addition, the EIR/EIS also included a detailed analysis of specific topic areas beyond the program level, including: Aesthetics; Cultural Resources; Geology, Soils, Minerals, and Paleontological Resources; Hazards and Hazardous Materials; and Land Use Planning and Agricultural Resources. The EIR/EIS acknowledged that development of the FPASP area would occur in multiple phases in an undetermined order. As those phases are proposed, such as the Alder Creek Apartments application, they would be evaluated to determine whether the entitlements/actions proposed fall within the scope of the approved EIR/EIS and incorporate all applicable performance standards and mitigation measures identified therein. Should the subsequent development phases not be consistent with the approved FPASP, additional environmental review through the streamlining provisions of CEQA may be warranted (CEQA Guidelines Section 15162 through 15164).

The FPASP was updated in 2018 to include all the various approved plan amendments and mapping modifications made since the first approval in 2011. As updated, the FPASP provides for additional residential development, up to a total of 11,461 housing units. As of October 2020, approximately 739 building permits have been issued and 510 home sales have been closed.

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2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The applicant submitted an entitlement application which includes a General Plan Amendment, Specific Plan Amendment, and a Planned Development Permit for the Alder Creek Apartments project. The project consists of a 265-unit medium high-density luxury apartment complex located on Parcel 82B-1 and Parcel 151 of the FPASP, totaling 10.8 acres. Parcel 82B-1 is currently designated as Multi-Family Low Density (MLD); therefore, a General Plan Amendment and Specific Plan Amendment would be required to change the land use/zoning category to Multi-Family High Density (MHD). Parcel 151 is designated as MHD under the approved FPASP and would not require any changes.

The project also includes changes to three other parcels in the FPASP to retain the same number of dwelling units within the FPASP area. The project would change the number of units allocated to mixed-use parcels in the Town Center and in Mangini Ranch. The number of units allocated to Parcel 158 would decrease by 76 units, from 150 units to 74 units; the number of units allocated to Parcel 74 would decrease by 75 units, from 132 units to 57 units; and the number of units allocated to Parcel 148 would increase by 89 units, from 61 units to 150 units. These changes would result in an overall increase of 120 units multi-family high density units and a reduction of 58 multi-family low density units and 62 mixed-use units. No increase in unit development or land use acreages for the total FPASP would occur with implementation of the project. The proposed changes are described in further detail in Section 2.5, "Summary of Proposed Amendments to the Folsom Plan Area Specific Plan," below.

2.2 PROJECT LOCATION

The project is in the northeastern portion of the FPASP area, which is located within Folsom, south of U.S. 50 and north of White Rock Road, between Prairie City Road and the El Dorado County line (Figure 2-1). The project affects a total of 32.3 acres, consisting of the 10.8-acre Alder Creek Apartments site and the land use reallocation sites totaling 26.5 acres.

The Alder Creek Apartments site is in the Mangini Phase 2 Subdivision project area of the FPASP area. The project site is bounded on the north by Alder Creek Parkway, on the east by Quail Meadow Way, on the south by Old Ranch Road, and on the west by Westwood Drive.

The land use reallocations proposed under the project would affect Parcel 158 and Parcel 74, located in the Town Center District, and Parcel 148 located at the northwest corner of Mangini Parkway and Placerville Road. The Alder Creek Apartments site and the land use reallocation sites are shown in Figure 2-2.

2.3 EXISTING SETTING

The project site is currently undeveloped grassland and was previously used for cattle grazing. The topography of the site consists of gently rolling hills with slopes varying between 0 percent and 15 percent and surface elevations ranging between about 430 and 450 feet relative to mean sea level. The area directly west of the site, across Westwood Drive, is currently being developed to construct single-family residential units, as proposed under the FPASP. The FPASP includes the development of residential, public/quasi-public, and park uses to the north, east, and south of the site.

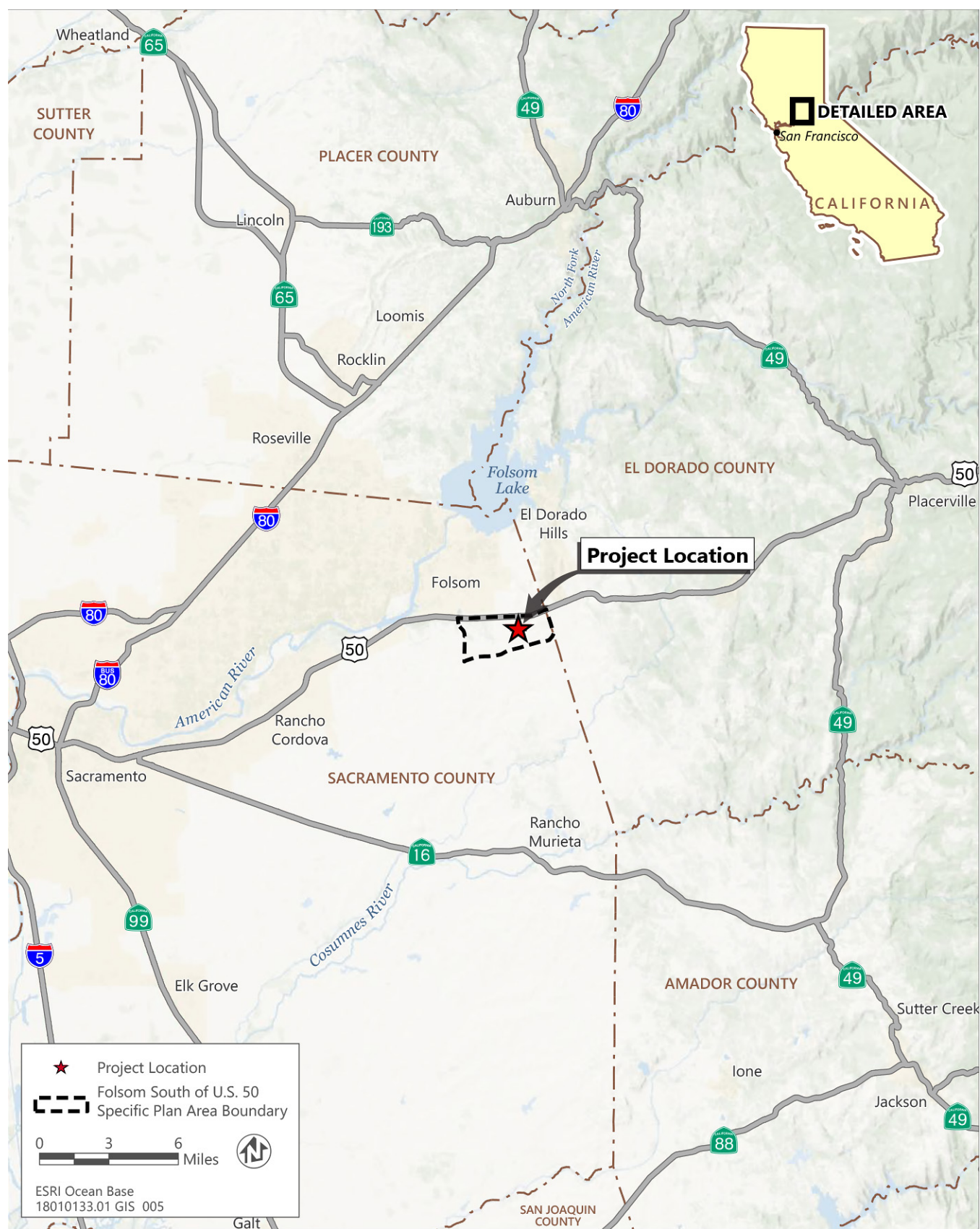
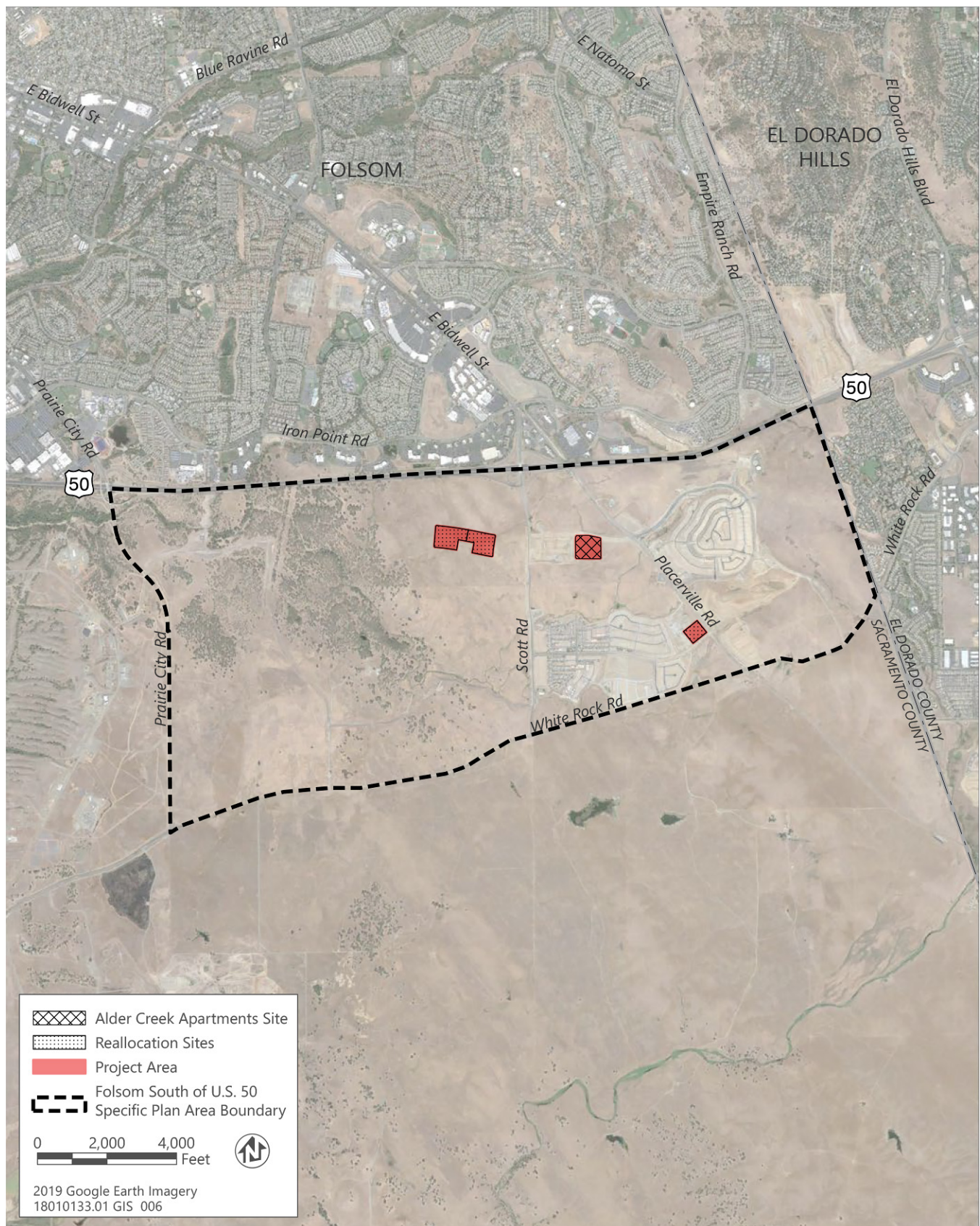


Figure 2-1 Regional Location



Source: adapted by Ascent Environmental in 2020

Figure 2-2 Project Vicinity

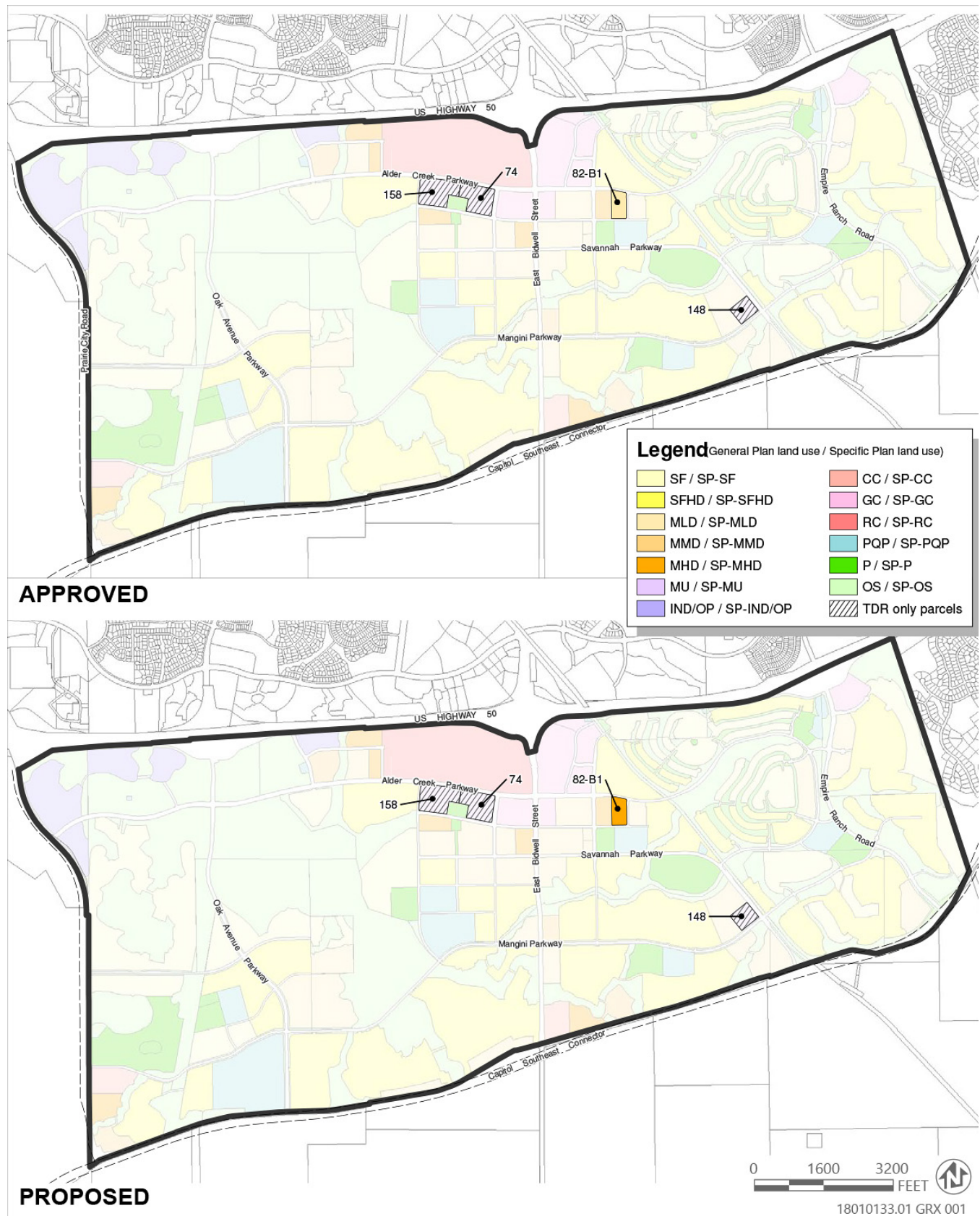
2.4 FPASP AND PROJECT OBJECTIVES

The FPASP's objectives listed below, as described in the Draft EIR/EIS for the FPASP (City of Folsom 2010:1-7), continue to be applicable to the project:

1. Be consistent with the City's General Plan and implement Sacramento Area Council of Governments Smart Growth Principles.
2. Expand the City's boundaries based on the ultimate boundaries of development that the City can reasonably control and service, and do so in a manner that would foster orderly urban development and discourage leapfrog development and urban sprawl.
3. Annex those parcels of land adjacent to the City limit and within the City's Sphere of Influence whose development could have significant visual, traffic, public service, and environmental impacts on the City so that the City may influence the ultimate development of those parcels.
4. Provide a large-scale mixed-use and mixed-density residential housing development within the City, south of U.S. 50.
5. Develop several distinct neighborhoods within the project site, connected by a substantial open space area and recreational trail network.
6. Provide neighborhood- and regional-serving retail areas within the project site.
7. Provide a mix of housing types within the project site to diversify the City's housing stock.
8. Provide a combined high school/middle school and the appropriate elementary schools on-site sufficient to meet the needs of the project.
9. Provide the appropriate number and size of on-site community and neighborhood parks sufficient to meet the needs of the project.
10. Generate positive fiscal impacts for the City through development within the project site.
11. Secure a sufficient and reliable water supply consistent with the requirements of Measure W and objectives of the Water Forum Agreement to support planned development within the SPA, which the City estimates to be 5,600 acre-feet per year.
12. Construct the necessary water supply delivery and treatment infrastructure to ensure the safe and reliable delivery of up to 5,600 acre-feet per year to the FPASP.

2.5 SUMMARY OF PROPOSED AMENDMENTS TO THE FOLSOM PLAN AREA SPECIFIC PLAN

The project proposes to change MLD land use locations to allow for the development of a single 10.8-acre MHD site. The project would transfer unutilized residential units to other sites in the FPASP designated for mixed-use. The land use designation for Parcel 82-B1 would change from MLD to MHD. All other land use designations would be preserved; however, the number of allocated units would change. The following sections describe these changes in further detail. In addition, proposed changes to land uses in the FPASP are shown in Figure 2-3, below.



Source: Image produced and provided by McKay & Somps in 2020

Figure 2-3 Proposed General Plan/Specific Plan Amendment

2.5.1 Changes to Section 4: Land Use

The project would result in land use changes to the approved FPASP. The following tables provide detailed breakdowns of the land uses on the Alder Creek Apartments site and the remaining reallocation sites as follows:

- ▶ Table 2-1 provides a summary of land uses as identified in the current approved FPASP.
- ▶ Table 2-2 provides a summary of the land uses proposed under the FPASP amendment.
- ▶ Table 2-3 shows the proposed changes in acreage of planned land uses and resulting changes in the number of dwelling units and residents that would occur in the entire FPASP area under the FPASP amendment.

Table 2-1 Adopted FPASP Land Use Summary for Areas Affected by the Project

Land Use	Gross Area (Acres)	% of Site	Density Range (du/ac)	Target DU ¹	Percentage of Allocated Units	Projected Population ²
Alder Creek Apartments Site						
Multi-Family Low Density (MLD)	5.0	13.4%	7 to 12	58	10.6%	113
Multi-Family High Density (MHD)	5.8	15.5%	20 to 30	145	26.6%	281
Subtotal Alder Creek Apartments Site	10.8	28.9%	--	203	37.2%	394
Area Outside of Alder Creek Apartments						
Mixed Use (MU)	26.5	71.2%	9 to 30	343	62.8%	665
Subtotal Area Outside of Alder Creek Apartments Site	26.5	71.2%	—	343	62.8%	665
Total Project Area	37.2	100%	--	546	100.0%	1,059

Notes: Numbers may not sum exactly because of small rounding errors.

DU = dwelling units; du/ac = dwelling units per acre

¹ Target dwelling unit allocation for each land use is a planning estimate. Actual total dwelling units for each land use may be higher or lower as long as the total for each land use falls within the specified density range and the total residential unit count does not exceed the FPASP area maximum of 11,230 dwelling units.

² Population calculated using 1.94 persons per multi-family unit.

Source: MacKay & Soms 2020. Adapted by Ascent Environmental 2020

Table 2-2 Proposed FPASP Land Use Summary for Areas Affected by the Project

Land Use	Gross Area (Acres)	% of Site	Density Range (du/ac)	Target DU ¹	Percentage of Allocated Units	Projected Population ²
Alder Creek Apartments Site						
Multi-Family High Density (MHD)	10.8	28.9%	20 to 30	265	48.5%	514
Subtotal Alder Creek Apartments Site	10.8	28.9%	--	265	48.5%	514
Area Outside of Alder Creek Apartments						
Mixed Use (MU)	26.5	71.2%	9 to 30	281	51.5%	545
Subtotal Area Outside of Alder Creek Apartments Site	26.5	71.2%	—	281	51.5%	545
Total Project Area	37.2	100%	--	546	100.0%	1,059

Notes: Numbers may not sum exactly because of small rounding errors.

DU = dwelling units; du/ac = dwelling units per acre

¹ Target dwelling unit allocation for each land use is a planning estimate. Actual total dwelling units for each land use may be higher or lower as long as the total for each land use falls within the specified density range and the total residential unit count does not exceed the FPASP area maximum of 11,230 dwelling units.

Source: MacKay & Soms 2020. Adapted by Ascent Environmental 2020

Table 2-3 Summary of Proposed Changes to FPASP Land Uses and Projected Population

Land Use	Gross Area (Acres)	Dwelling Units	Projected Population
Multi-Family Low Density (MLD)	-5.0	-58	-113
Multi-Family High Density (MHD)	+5.0	+120	+233
Mixed Use (MU)	+0.0	-62	-120
Total Project	0	0	0

Note: Numbers may not sum exactly because of small rounding errors.

Source: MacKay & Soms 2020. Adapted by Ascent Environmental 2020

At the Alder Creek Apartments site, the project would change the existing MLD land use designation to MHD, thereby decreasing the MLD land use designation by approximately 5 acres, increasing the MHD land use designation by approximately 5 acres, and increasing the number of dwelling units by 62 units. To offset this increase in units at the Alder Creek Apartments site, reallocation sites located outside of the Alder Creek Apartments site would receive a change in allocated units, resulting in a reduction of 62 units on mixed-use parcels.

2.6 PROJECT CONSTRUCTION

Although the project includes a General Plan Amendment and Specific Plan Amendment for areas outside of Alder Creek Apartments site, these areas are not currently proposed for development. The only construction proposed at this time would occur at the 10.8-acre Alder Creek Apartments site.

Construction of the Alder Creek Apartments site is currently anticipated to occur over the course of twenty-two months, beginning in mid-2021. Construction would occur between 7 a.m. and 7 p.m. Monday through Sunday. During peak construction, up to 250 construction workers would be on-site. Anticipated construction equipment would include scrapers, skid steers, forklifts, generators, backhoes etc.

Mass grading of the Alder Creek Apartments site was included in the Mangini Ranch Phase 2 Subdivision grading plans, previously approved by the City. No additional grading is anticipated.

2.7 REQUIRED DISCRETIONARY ACTIONS

2.7.1 Lead Agency

The City of Folsom is the Lead Agency for this project and is responsible for approving any amendments to the general and specific plans. Table 2-4 shows the entitlements, approvals and permits that would be required to develop the proposed project. The entitlements identified in the table are under consideration as part of this Addendum.

Table 2-4 Entitlements, Approvals and Permits

Entitlement/Approval or Permit Needed	Agency
Planned Development Permit	Folsom City Council
General Plan (Land Use) Amendment	Folsom City Council
Specific Plan (Rezone) Amendment	Folsom City Council
Minor Administrative Modification	Folsom Community Development Director

2.7.2 Responsible Agencies

In addition to the list of entitlements, approvals and/or permits identified in Table 2-4 above that must be obtained from the City, the following approvals, consultations, and/or permits may be required from other agencies before physical development of the site either individually or as an element of overall development within the FPASP. However, none of the entitlements listed below would be required before consideration of this Addendum.

FEDERAL ACTIONS/PERMITS

U.S. Army Corps of Engineers: Department of the Army permit under Section 404 of the Clean Water Act (CWA) for discharges of dredge or fill material into waters of the U.S. consultation and for impacts on cultural resources pursuant to Section 106 of the National Historic Preservation Act. Consultation for impacts on federally listed species pursuant to Section 7 of the Endangered Species Act (ESA).

U.S. Environmental Protection Agency: concurrence with Section 404 CWA permit.

U.S. Fish and Wildlife Service: ESA consultation and issuance of incidental-take authorization for the take of federally listed endangered and threatened species.

STATE ACTIONS/PERMITS

California Department of Fish and Wildlife, Sacramento Valley—Central Sierra Region: California Endangered Species Act (CESA) consultation and issuance of take authorization (if needed) (California Fish and Game Code Section 2081), streambed alteration agreement (California Fish and Game Code Section 1602), and protection of raptors (California Fish and Game Code Section 3503.5).

Central Valley Regional Water Quality Control Board (Region 5): National Pollutant Discharge Elimination System (NPDES) construction stormwater permit (Notice of Intent to proceed under General Construction Permit) for disturbance of more than 1 acre; discharge permit for stormwater; general order for dewatering; and Section 401 CWA certification or waste discharge requirements; Clean Water Act, Section 401 Water Quality Certification; NPDES permit coverage for hydrostatic testing of pipeline (coverage expected under General Order for Low Threat Discharges to Surface Water).

California Department of Public Health: approval of an amendment to the City's Public Water System Permit.

REGIONAL AND LOCAL ACTIONS/PERMITS

Sacramento Metropolitan Air Quality Management District: authority to construct (for devices that emit air pollutants), health risk assessment, and Air Quality Management Plan consistency determination.

3 ENVIRONMENTAL CHECKLIST FOR SUPPLEMENTAL ENVIRONMENTAL REVIEW

3.1 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

The purpose of this checklist is to evaluate the categories in terms of any “changed condition” (i.e., changed circumstances, project changes, or new information of substantial importance) that may result in environmental impact significance conclusions different from those found in the 2011 EIR. The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the State CEQA Guidelines, as updated December 28, 2018. The column titles of the checklist have been modified from the Appendix G presentation to help answer the questions to be addressed pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but rather that there is no change in the condition or status of the impact because it was previously analyzed and adequately addressed with mitigation measures in the EIR/EIS. For instance, the environmental categories might be answered with a “no” in the checklist because the impacts associated with the proposed project were adequately addressed in the EIR/EIS, and the environmental impact significance conclusions of the EIR/EIS remain applicable. The purpose of each column of the checklist is described below.

3.1.1 Where Impact was Analyzed

This column provides a cross-reference to the pages of the EIR/EIS where information and analysis may be found relative to the environmental issue listed under each topic. Unless otherwise specified, all references point to the Draft EIR/EIS document.

3.1.2 Do Proposed Changes Involve New Significant Impacts?

The significance of the changes proposed to the approved FPASP, as it is described in the certified FPASP EIR/EIS is indicated in the columns to the right of the environmental issues.

3.1.3 Any New Circumstances Involving New or Substantially More Severe Significant Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (circumstances under which the project is undertaken) that have occurred subsequent to the prior environmental documents, which would result in the current project having new significant environmental impacts that were not considered in the prior environmental documents or having substantial increases in the severity of previously identified significant impacts.

3.1.4 Any New Information Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3)(A-D) of the CEQA Guidelines, this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental documents were certified as complete is available, requiring an update to the analysis of the previous environmental documents to verify that the environmental conclusions and mitigation measures remain valid. If the new information shows that: (A) the project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more

significant effects or the project, but the project proponents decline to adopt the Mitigation Measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the Mitigation Measure or alternative, the question would be answered 'Yes' requiring the preparation of a subsequent EIR or supplement to the EIR. However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the prior environmental documents remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered 'No' and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required.

Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels. (See *River Valley Preservation Project v. Metropolitan Transit Development Board* (1995) 37 Cal.App.4th 154, 168.)

3.1.5 Do Prior Environmental Documents and Mitigation Address/Resolve Impacts?

This column indicates whether the prior environmental documents and adopted CEQA Findings provide mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A "yes" response will be provided in either instance. If "NA" is indicated, this Environmental Checklist Review concludes that there was no impact, or the impact was less-than-significant and, therefore, no mitigation measures are needed.

3.2 DISCUSSION AND MITIGATION SECTIONS

3.2.1 Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

3.2.2 Mitigation Measures

Applicable mitigation measures from the prior environmental review that would apply to the proposed amendment are listed under each environmental category. New mitigation measures are included, if needed.

3.2.3 Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

3.2.4 Acronyms Used in Checklist Tables

Acronyms used in the Environmental Checklist tables and discussions include:

EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FEIR	Final Environmental Impact Report
MM	Mitigation Measure
NA	not applicable

4 ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Do Any New Circumstances Involve New or Substantially More Severe Significant Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
1. Aesthetics. Would the Project:				
a. Have a substantial adverse effect on a scenic vista?	Setting pp. 3A.1-1 to 3A.1-20; Impacts 3A.1-1	No	No	Yes, but impact remains significant and unavoidable
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Setting p. 3A.1-20; Impact 3A.1-2	No	No	Yes, issue addressed but mitigation is still not feasible
c. Substantially degrade the existing visual character or quality of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Setting pp. 3A.1-1 to 3A.1-20; Impacts 3A.1-3 and 3A.1-4	No	No	Yes, but impact remains significant and unavoidable
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Setting p. 3A.1-22 Impacts 3A.1-5 and 3A.1-6	No	No	Yes

4.1.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Natural and Cultural Resources Element

GOAL NCR 2.1 Allow residents to enjoy views of the hills, lakes, river, and habitats that make Folsom such a beautiful place to live.

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

- ▶ **NCR 2.1.3 Light Pollution Reduction:** The City shall minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary, and requiring light for development to be directed downward to minimize overspill and glare onto adjacent properties and reduce vertical glare.

No other substantial change in the environmental and regulatory settings related to aesthetics, described in the EIR/EIS Section 3A.1 Aesthetics - Land, has occurred since certification of the EIR/EIS in 2011.

IMPACT DISCUSSION

The FPASP EIR/EIS examined the potential impacts to aesthetics due to the development of the FPASP. The project would allow for construction of the same total number of units on the same total acreage of the FPASP and would only involve a shift in the permitted residential densities between parcels upon which the FPASP already contemplated some level of multi-family residential development. The project does not introduce any new or unique visual features and would not result in any change in the nature of development analyzed in the FPASP, with each affected parcel maintaining a multi-family residential or mixed use designation, uses already analyzed in the FPASP EIR/EIS. No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Finally, although maximum permitted densities will shift within the FPASP, the project would occur within the same development footprint evaluated in the FPASP EIR/EIS. Accordingly, the project will not create any new or substantially more severe impacts to scenic vistas not previously analyzed in the FPASP EIR/EIS.

MITIGATION MEASURES

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if project was approved.

- ▶ Mitigation Measure 3A.1-4: Screen Construction Staging Areas
- ▶ Mitigation Measure 3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan

The EIR/EIS concluded that alteration of views of the FPASP area from surrounding roadways, as well as views from within the FPASP area, as a result of urbanization would result in significant and unavoidable impacts and that no additional mitigation measures are available to reduce or eliminate the impacts. This conclusion would not change with implementation of the project.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to aesthetics.

4.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
2. Agriculture and Forestry Resources. 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?	Setting pp. 3A.10-2, 3A.10-5, 3A.10-6 No Impact	No	No	NA
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Setting pp. 3A.10-2 to 3A.10-4, 3A.10-6, 3A.10-7 Impacts 3A.10-3 and 3A.10-4	No	No	Yes, but impact remains significant and unavoidable
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))?	Not addressed, criterion was not part of Appendix G when EIR/EIS was certified	No	No	NA
d. Result in the loss of forest land or conversion of forest land to non-forest land?	Not addressed, criterion was not part of Appendix G when EIR/EIS was certified	No	No	NA
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Not addressed, criterion was not part of Appendix G when EIR/EIS was certified	No	No	NA

4.2.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The general plan does not include any policies applicable to Agriculture and Forest Resources related to the project. No substantial change in the environmental and regulatory settings related to Agriculture and Forest Resources, described in EIR/EIS Section 3A.10 Land Use and Agricultural Resources, has occurred since certification of the EIR/EIS in 2011.

No substantial changes in the environmental and regulatory settings related to Agriculture and Forest Resources has occurred since certification of the FPASP EIR/EIS, Section 3A.10 "Land Use and Agricultural Resources – Land." While the current application changes the density of residential land uses, it does not change the development footprint. These changes do not constitute a change in circumstances regarding agriculture and forest resources.

IMPACT DISCUSSION

The project would not involve converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. The project does not include any of the land within the FPASP area under Williamson Act contract, as referenced in the EIR/EIS, and is not designated for agricultural uses. The site does not contain any forest or timberlands. The project would be within the same development footprint from what was analyzed in the FPASP EIR/EIS.

MITIGATION MEASURES

There were no mitigation measures included in the EIR/EIS for this topic. No additional mitigation measures are required for the project for this issue.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the certified EIR/EIS remain valid and implementation of the project would not result in any new significant impacts associated with agriculture and forest resources.

4.3 AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the FPASP EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
3. Air Quality. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	Setting p. 3A.2-2 to 3A.2-8; Impacts 3A.2-1, 3A.2-2, 3A.2-3	No	No	Yes, but impact remains significant and unavoidable
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Setting p. 3A.2-2 to 3A.2-7; Cumulative analysis on p. 4-22 to 4-23	No	Yes	Yes, but impact remains significant and unavoidable
c. Expose sensitive receptors to substantial pollutant concentrations?	Setting p. 3A.2-7 to 3A.2-10 and 3A.2-20 to 3A.2-23; Impact 3A.2-4; and Cumulative analysis on p. 4-23 to 4-26	No	Yes	Yes, mitigation has been updated
d. Result in other emissions (e.g. those leading to odors) adversely affecting a substantial number of people?	Setting p. 3A.2-9; Impact 3A.2-6	No	Yes	Yes

4.3.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Natural and Cultural Resources Element

GOAL NCR 3.1 Improve the air quality in Folsom by meeting State and Federal standards, minimizing public exposure to hazardous air pollutants, reducing particulate matter in the atmosphere, and minimizing odors.

- ▶ **NCR 3.1.1 Regional Cooperation:** Coordinate with surrounding jurisdictions, the Sacramento Metropolitan Air Quality Management District (SMAQMD), California Air Resources Board (CARB), California Department of Transportation (Caltrans), and the U.S. Environmental Protection Agency toward the development of a consistent and effective approach to the regional air pollution problem.
- ▶ **NCR 3.1.2 Coordinate on Review of Air Quality Impacts:** Coordinate with CARB and SMAQMD to use consistent and accurate procedures in the review of projects which may have air quality impacts. Comments on the analysis shall be solicited from SMAQMD and CARB.
- ▶ **NCR 3.1.3 Reduce Vehicle Miles Traveled:** Encourage efforts to reduce the amount of vehicle miles traveled (VMT). These efforts could include encouraging mixed-use development promoting a jobs/housing balance, and encouraging alternative transportation such as walking, cycling, and public transit.

- ▶ **NCR 3.1.4 Maintain Ambient Air Quality Standards:** Work with CARB and SMAQMD to meet State and National ambient air quality standards in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location from the health effects of air pollution.
- ▶ **NCR 3.1.5 Emission Reduction Threshold for New Development:** Require all new development projects that exceed SMAQMD's thresholds of significance to incorporate design, construction material, and/or other operational features that will result in a minimum of 15 percent reduction in emissions when compared to an "unmitigated baseline" project.
- ▶ **NCR 3.1.6 Sensitive Uses:** Coordinate with SMAQMD in evaluating exposure of sensitive receptors to toxic air contaminants and odors and impose appropriate conditions on projects to protect public health and safety so as to comply with the requirements of SMAQMD for the exposure of sensitive receptors to toxic air contaminants and odors.

No other substantial change in the environmental and regulatory settings related to Air Quality, described in EIR/EIS Sections 3A.2 and 3B.2 under Air Quality, has occurred since certification of the EIR in 2011. The attainment status of the Sacramento Valley Air Basin continues to be nonattainment with respect to the National Ambient Air Quality Standards (NAAQS) for ozone. At the time of the EIR/EIS there was no California Ambient Air Quality Standards (CAAQS) for ozone. A CAAQS has since been established for ozone and the Sacramento Valley Air Basin is in nonattainment. The Sacramento Valley Air basin gained attainment status with respect to the annual CAAQS for particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM_{2.5}) but continues to experience nonattainment with respect to the 24-hour NAAQS for PM_{2.5}. The Sacramento Valley Air basin also gained attainment with regard to the CAAQS for particulate matter with an aerodynamic diameter of 10 micrometers or less (PM₁₀) (SMAQMD 2017). There has also been no substantial change to SMAQMD's recommendation for evaluating the air quality impacts of proposed development projects (SMAQMD 2009).

IMPACT DISCUSSION

Short-Term, Construction-Related Emissions of Criteria Air Pollutants and Precursors

Construction-Generated Mass Emissions

As stated under Impact 3A.2-1 in the FPASP EIR/EIS, the mass emissions thresholds for oxides of nitrogen (NO_x), particulate matter with an aerodynamic diameter of 2.5 microns or less (i.e., PM_{2.5}), and PM with an aerodynamic diameter of 10 microns or less (i.e., PM₁₀), as established by SMAQMD, were used to determine whether construction-generated emissions would conflict with implementation of SMAQMD's federal and State ozone attainment plans and/or contribute substantially or result in an exceedance of the NAAQS and CAAQS for ozone. To analyze construction emissions, the EIR/EIS assumed that the FPASP would be constructed at a consistent, linear rate over a 19-year period (2011-2030) and all construction phases were assumed to occur simultaneously over the course of a year. The analysis determined that maximum daily emissions of NO_x generated by construction of the FPASP would exceed SMAQMD's mass emission threshold of 85 pounds per day (lb/day). Additionally, it was determined that construction emissions would result in or substantially contribute (at a level equal to or greater than 5 percent) to PM₁₀ emissions concentrations (e.g., 2.5 µg/m³) and PM_{2.5} concentrations (e.g., 50 µg/m³) that exceed the NAAQS or CAAQS.

Construction of the Alder Creek Apartments site would be conducted over a period of 22 months, from July 2021 to April 2023, and would include site preparation, grading, and building construction. Emissions from construction worker commute trips and off-road construction equipment would result in exhaust emissions of NO_x, ROG, and PM. Short-term construction-related emissions of criteria air pollutants and precursors, including ROG, NO_x, carbon monoxide (CO), PM₁₀, and PM_{2.5} were estimated using California Emissions Estimator Model (CalEEMod) Version 2016.3.2 software, as recommended by SMAQMD. Table 4-1 shows the construction-generated emissions of criteria air pollutants and ozone precursors.

Table 4-1 Summary of Maximum Daily Construction-Generated Emissions (Unmitigated)

Year	ROG (lb/day)	NO _x (lb/day)	CO (lb/day)	Total PM ₁₀ (lb/day)	Total PM _{2.5} (lb/day)
2021	4.3	46	32	20	12
2022	2.7	19	25	3.2	1.4
2023	92	17	24	3.1	1.3
SMAQMD Threshold of Significance	None	85	20 ppm 1-hour standard (23 mg/m ³); 9 ppm 8-hour standard (10 mg/m ³)	0 ¹	0 ²

¹ If all best available control technologies/best management practices are applied, then 80 pounds per day and 14.6 tons per year.

² If all best available control technologies/best management practices are applied, then 82 pounds per day and 15 tons/year.

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; PM₁₀ = particulate matter with an aerodynamic diameter of 10 micrometers or less; PM_{2.5} = particulate matter with an aerodynamic diameter of 2.5 micrometers or less; SMAQMD = Sacramento Metropolitan Air Quality Management District; lb/day = pounds per day

Source: SMAQMD 2009; CalEEMod Version 2016.3.2.; Data compiled by Ascent Environmental, Inc. 2020

Construction of the Alder Creek Apartments project would result in a similar development area, and the same type of construction activity and construction-generated emissions, as previously evaluated in the FPASP EIR/EIS. As shown in Table 4-1, project construction at the Alder Creek Apartments site would not result in daily NO_x emissions in excess of the SMAQMD 85 lb/day threshold. Regarding PM_{2.5} and PM₁₀, unmitigated emissions would exceed SMAQMD's zero lb/day threshold. However, as described in more detail below, construction activities would include SMAQMD's enhanced dust control measures and additional mitigation measures to require higher tiered diesel engines. These measures, collectively, would represent best available technologies and reduce emissions below what is reported above in Table 4-1, which would also be below SMAQMD thresholds of 80 lb/day for PM₁₀ and 82 lb/day for PM_{2.5}.

Construction-Generated Concentrations of PM₁₀ Emissions

The FPASP EIR/EIS provides a program-level analysis of construction-generated PM₁₀ emissions under Impact 3A.2-1. Dispersion modeling was not performed for the program-level analysis because detailed information about grading activities and the locations and occupancy timing of future planned on-site receptors was not known at the time of writing the FPASP EIR/EIS. The FPASP EIR/EIS determined it would be likely that more than 15 acres of ground disturbance activity would occur in one day and that grading activities would be extensive; thus, construction-generated emissions of criteria air pollutants and precursors could violate or contribute substantially to an existing or projected air quality violation. These exceedances would conflict with SMAQMD's air quality planning efforts.

Implementation of SMAQMD's Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas, and Enhanced Fugitive PM Dust Control Practices for Unpaved Roads, as required by Mitigation Measure 3A.2-1a of the FPASP EIR/EIS, would reduce PM₁₀ concentrations generated during construction. Nonetheless, resultant PM₁₀ concentrations could potentially exceed or substantially contribute to the CAAQS and NAAQS because the intensity of construction activity and the acreage of ground disturbance that could occur at any one point in time could be substantially high and/or take place near existing or future planned sensitive receptors (e.g., residents, schools). Therefore, the FPASP EIR/EIS concluded PM₁₀ emissions associated with construction would be significant and unavoidable unless the results of a detailed project-level analysis, as required by Mitigation Measure 3A.2-1c, support another impact conclusion. Mitigation Measure 3A.2-1c requires a detailed project-level analysis, based on dispersion modeling, after project phasing has been determined and tentative maps and improvement plans have been prepared.

In compliance with Mitigation Measure 3A.2-1c, detailed dispersion modeling of construction-generated PM₁₀ (fugitive and exhaust) was performed in accordance the SMAQMD CEQA Guide, *Chapter 3: Dispersion Modeling of Construction-Generated PM₁₀ Emissions* (SMAQMD 2009), to determine PM₁₀ concentrations at nearby sensitive receptors resulting from the emissions of heavy-duty construction equipment, diesel generators, trucks operating on the Alder Creek Apartments site, and fugitive dust associated with the movement of material and equipment.

Short-term construction-related mass emissions of PM₁₀ were estimated using CalEEMod, as recommended by SMAQMD. See Table 4-1 above for a summary of all emissions. Construction of the Alder Creek Apartments site was assumed to begin in July 2021 and conclude in 2023, occurring over approximately 22 months. In accordance with SMAQMD guidance, maximum daily emissions of total PM₁₀ were used for this analysis, obtained from the CalEEMod outputs. Dispersion modeling was conducted using the California Air Resources Board (CARB)-approved American Meteorological Society/Environmental Protection Agency Regulatory Model Improvement Committee modeling system (AERMOD) version 19191 (Lakes Environmental version 9.8.3), with a unit emission rate of 1.0 gram per second (g/s) for all modeled sources. AERMOD was set to calculate and output the maximum 24-hour concentrations, consistent with SMAQMD guidance, for the purpose of comparing PM₁₀ emissions to the 24-hour CAAQS for PM₁₀ of 50 micrograms per cubic meter (µg/m³). Further, SMAQMD considers project-generated emissions of PM₁₀ that are equal to or greater than 5 percent of the CAAQS a substantial contribution to the adverse air quality in the region. Therefore, construction-related project-generated emissions of PM₁₀ that are equal to or exceed 2.5 µg/m³ would be considered significant.

Based on the dispersion modeling, and implementation of enhanced fugitive PM dust control practices required by Mitigation Measure 3A.2-1a of the EIR/EIS, PM₁₀ ground-level concentrations generated from construction of the Alder Creek Apartments site were estimated to be 12.7 µg/m³ at off-site locations. For dispersion model and emission rate calculation details and assumptions refer to Appendix A. Thus, the project could potentially result in a substantial contribution to the existing adverse air quality in the region. However, as previously described in the FPASP EIR/EIS, depending on specific construction fleet and daily construction activities, construction-related emissions may be lower than estimated here. Nonetheless, the project-generated emission levels would not be substantially different from those previously evaluated under the FPASP EIR/EIS and would not result in new or substantially more severe impacts related to PM₁₀ emissions.

Long-Term, Operation-Related (Regional) Emissions of Criteria Air Pollutants and Precursor Emissions

Impact 3A.2-2 of the FPASP EIR/EIS evaluated long-term operation (regional) emissions associated with area sources, such as natural gas emissions, landscaping, and applications of architectural coatings, as well as operational vehicle-exhaust emissions. Operation of the FPASP would exceed the SMAQMD-recommended threshold of 65 lb/day for ROG and NO_x and would conflict with air quality planning efforts for ROG, NO_x, PM₁₀, and PM_{2.5}. Mitigation Measure 3A.2-2 would be required to implement all measures prescribed by the *Folsom Plan Area Specific Plan Air Quality Mitigation Plan* to reduce operational air pollutant emissions. However, because the *Air Quality Mitigation Plan* was based on the standard Institute of Transportation Engineers (ITE) trip generation rates and the EIR/EIS analysis was based on a traffic demand forecasting model, the emission reduction achieved through the implementation of Mitigation Measure 3A.2-2 were overestimated and would not reduce ROG and NO_x emissions to below the SMAQMD's significance threshold of 65 lb/day. As a result, the EIR/EIS concluded impacts related to operational-related emissions would be significant and unavoidable.

In the FPASP EIR/EIS, operational emissions of criteria air pollutants and precursors were evaluated for the entire FPASP using the Urban Emissions Model (URBEMIS) 2007 version 9.2.4, which was the widely accepted emissions modeling tool at that time. URBEMIS has been superseded by the contemporary air quality modeling tool for use in CEQA analysis in California: CalEEMod. SMAQMD started recommending the use of CalEEMod to estimate emissions of land use development projects in April 2013. The new model uses robustly documented methods and increases accuracy in comparison to URBEMIS (SQAQMD et al. 2011). The new model does not constitute "new information" as defined in CEQA Guidelines Section 15162. In addition, a similar model for estimating criteria air pollutant and precursor emissions was available at the time of the EIR/EIS.

Land use changes included under the project would result in a similar land-use intensity as previously evaluated in the FPASP EIR/EIS. The following land use types and quantities were adopted under the FPASP for the Alder Creek Apartments site:

- ▶ Multi-Family Low Density (MLD): 58 dwelling units
- ▶ Multi-Family High Density (MHD): 145 dwelling units

The following land use types and quantities were adopted under the FPASP for the area outside the Alder Creek Apartments site:

- ▶ Mixed Use (MU): 343 dwelling units

The total project area includes 546 dwelling units per the adopted FPASP.

Land use changes proposed as part of the project would result in the following land uses and densities for the Alder Creek Apartments site:

- ▶ Multi-Family High Density (MHD): 265 dwelling units

Land use changes proposed as part of the project would result in the following land uses and densities for the area outside the Alder Creek Apartments site:

- ▶ Mixed Use (MU): 281 dwelling units

The total project area would include 546 dwelling units per the proposed project.

The project would result in a no net change in dwelling units, population, or gross FPASP area.

In addition, several regulations, programs, plans, and policies related to the reduction of criteria air pollutants have been adopted since certification of the FPASP EIR/EIS. Namely, the 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by the California Energy Commission (CEC) on May 9, 2018 and took effect on January 1, 2020. CEC estimates that the combination of mandatory on-site renewable energy and prescriptively required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Compliance with these regulations, among others, would reduce air pollutants generated from operational sources, such as natural gas and vehicle-exhaust emissions. Therefore, project-generated ROG and NO_x emissions are anticipated to be lower than the quantities previously evaluated in the FPASP EIR/EIS.

The project would be subject to the emission reduction measures outlined in the *Folsom Plan Area Specific Plan Air Quality Mitigation Plan*, as required by Mitigation Measure 3A.2-2 of the FPASP EIR/EIS. Because the project would not result in a higher land use intensity and would comply with mitigation measures that would reduce air pollutant emissions, this impact would be less than significant. Therefore, no new or substantially more severe air quality impacts would occur from criteria air pollutants or precursors as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Cumulatively Considerable Air Quality Impacts

Pages 4-22 through 4-29 of the FPASP EIR/EIS evaluated cumulative air quality impacts of the FPASP, which includes those attributable to development occurring in the FPASP area under the adopted Specific Plan, i.e., exceedances of SMAQMD's significance criteria for NO_x and PM₁₀ would likely occur during construction and operational phases. The amount of emissions generated during construction and operation of the adopted FPASP would be substantial compared with other projects in the region, and would be cumulatively considerable and, therefore, significant. Measures 3A.2-1a, 3A.2-1b, and 3A.2-2, would minimize construction- and operation-related emissions, respectively, but not to less-than-significant levels. For these reasons, construction and operation occurring as part of the FPASP could result in or substantially contribute to a violation of ozone and PM₁₀ air quality standards on a cumulative basis. The adopted FPASP would involve substantial development and would result in a cumulatively considerable incremental contribution to a significant cumulative long-term operational air quality impact. No additional mitigation is recommended. As discussed in (a) above, the project would not result in new or substantially more severe air quality impacts. Therefore, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

The FPASP EIR/EIS also evaluated cumulative air quality impacts associated with localized CO concentrations from traffic congestion at buildout of the FPASP. This cumulative impact was found to be less than significant. The project is within the scope of this impact analysis, and cumulative air quality impacts for localized CO would also be less than significant. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Toxic Air Contaminant Concentrations

Temporary, Short-Term Emissions from Construction Equipment

Emissions of particulate exhaust from diesel-powered engines (DPM) including diesel-powered construction equipment were identified as a toxic air contaminant (TAC) by CARB in 1998. Impact 3A.2-4 of the FPASP EIR/EIS determined that DPM emissions generated during construction of the land uses on the FPASP site, including the project area, could expose nearby residents and schools to levels that exceed applicable standards as some phases of the development plan are built out while construction of other phases continues in other portions of the FPASP area. This would particularly be the case when some new residents occupy dwelling units while other land uses are still under construction and some residents may be exposed to DPM generated by construction activity in all directions at varying stages of construction. Because construction activities could expose sensitive receptors to levels of health risk that exceed applicable standards, the FPASP EIR/EIS determined this impact to be potentially significant.

Mitigation Measure 3A.2-4a in the FPASP EIR/EIS requires applicants of all phases to develop a plan that reduces the exposure of sensitive receptors, including residents and school children, to construction-generated TACs. Each plan shall be developed by the applicant(s) in consultation with SMAQMD and each plan shall be submitted to the City for review and approval before the approval of any grading plans. While implementation of Mitigation Measure 3A.2-4a would lessen health-related risks associated with the use of off-road diesel-powered equipment during construction activity, exposure to construction-generated TAC emissions would not necessarily be reduced to less-than-significant levels and, therefore, the potential exposure of receptors to construction-generated TAC emissions was determined to be significant and unavoidable.

A project-specific construction only health risk assessment was conducted to determine TAC exposure to nearby existing and planned sensitive receptors. Construction emissions of PM₁₀ (exhaust) were estimated using CalEEMod based on the anticipated construction schedule and the proposed land uses, as well as defaults in CalEEMod. The resulting PM₁₀ (exhaust) emissions, assumed to represent DPM, were averaged over the duration of the entire construction period to determine the annual average DPM emission rate.

Dispersion modeling was conducted using AERMOD version 19191 (Lakes Environmental version 9.8.3). To represent construction activity that moves throughout the Alder Creek Apartments site, volume sources were drawn at equal intervals over the entire anticipated disturbance area and modeling was conducted using a unit emission rate of 1.0 gram per second (g/s), divided across all sources. This approach enabled the output files to be assigned appropriate emission rates to estimate cancer risk levels at each receptor location. The modeling included all standard regulatory default options, including the use of rural dispersion parameters and elevated terrain.

Cancer risk at all receptor locations was calculated using CARB's Hotspots Analysis and Reporting Program Version 19121 (HARP2). CARB developed HARP2 as a tool to implement risk assessments that incorporates requirements from the California Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spot Program Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2015). The cancer risk was estimated using the OEHHA derived calculation method for residential receptors and the exposure duration was adjusted in accordance with the anticipated construction schedule. The OEHHA derived method uses high-end exposure parameters for the top two exposure pathways and mean exposure parameters for the remaining pathways for cancer risk estimates. See Appendix A for all risk assessment assumptions/calculations and model output files.

The analysis determined that construction at the Alder Creek Apartments site could result in levels of health risk that exceed applicable SMAQMD thresholds (i.e., above ten chances in a million) at offsite locations surrounding the project site, as shown in Figure 4-1a. With incorporation of Mitigation Measure 4.3-1 (i.e., 90 percent of off-road construction equipment utilizing Tier 4 engines), maximum risk values were reduced by approximately 84 percent. As shown in Figure 4-1b, mitigated risk levels would continue to exceed SMAQMD thresholds just north of the project site. Although this area north of the Alder Creek site is designated for residential uses under the FPASP and the Mangini Ranch Phase 2 Subdivision project, the area is currently vacant and is not under construction. Construction of the Alder Creek site would be completed before occupancy of planned receptor sites north of the Alder Creek Apartments site. As shown in Figure 4-1b, health risk levels directly west of the Alder Creek Apartments site currently undergoing construction for housing, would not exceed applicable SMAQMD thresholds. Therefore, no existing or future planned receptors

would be exposed to risk levels from project construction that would exceed SMAQMD thresholds of 10 chances in one million. No new significant or substantially more severe impacts would occur. Therefore, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Stationary-Source Emissions

Impact 3A.2-4 of the FPASP EIR/EIS determined that any stationary sources of TACs developed under the FPASP or in close proximity to the FPASP planning area (e.g., dry cleaning operations, gasoline-dispensing facilities, and diesel-fueled backup generators, and restaurants using charbroilers) would be subject to the permitting requirements of SMAQMD and, therefore, operation of any stationary sources would not result in the exposure of sensitive receptors to TACs at levels exceeding SMAQMD's significance threshold. Therefore, this direct impact is considered less than significant. This would also be true for the project and, thus, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

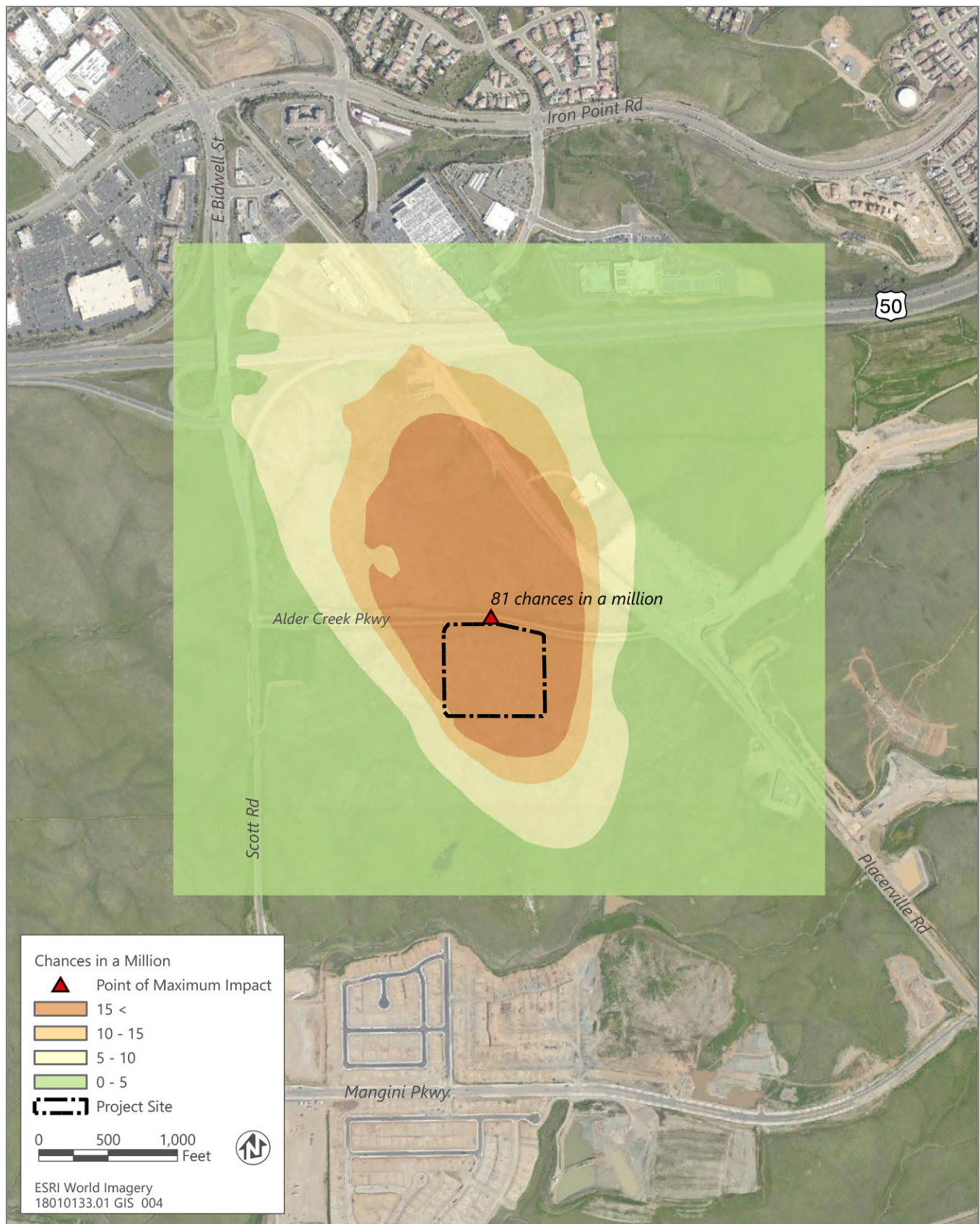
Emissions from On-Site Operational Mobile Sources

The FPASP EIR/EIS determined that implementation of the above measures that are part of Mitigation Measure 3A.2-4b would lessen health-related risks associated with on-site mobile-source TACs, including truck activity at land uses proposed in the FPASP. Further, the project would include residential land uses which do not generate high level of truck traffic, and therefore, no new or substantially more severe impacts would occur.

Land Use Compatibility with High-Volume Arterial Roadways

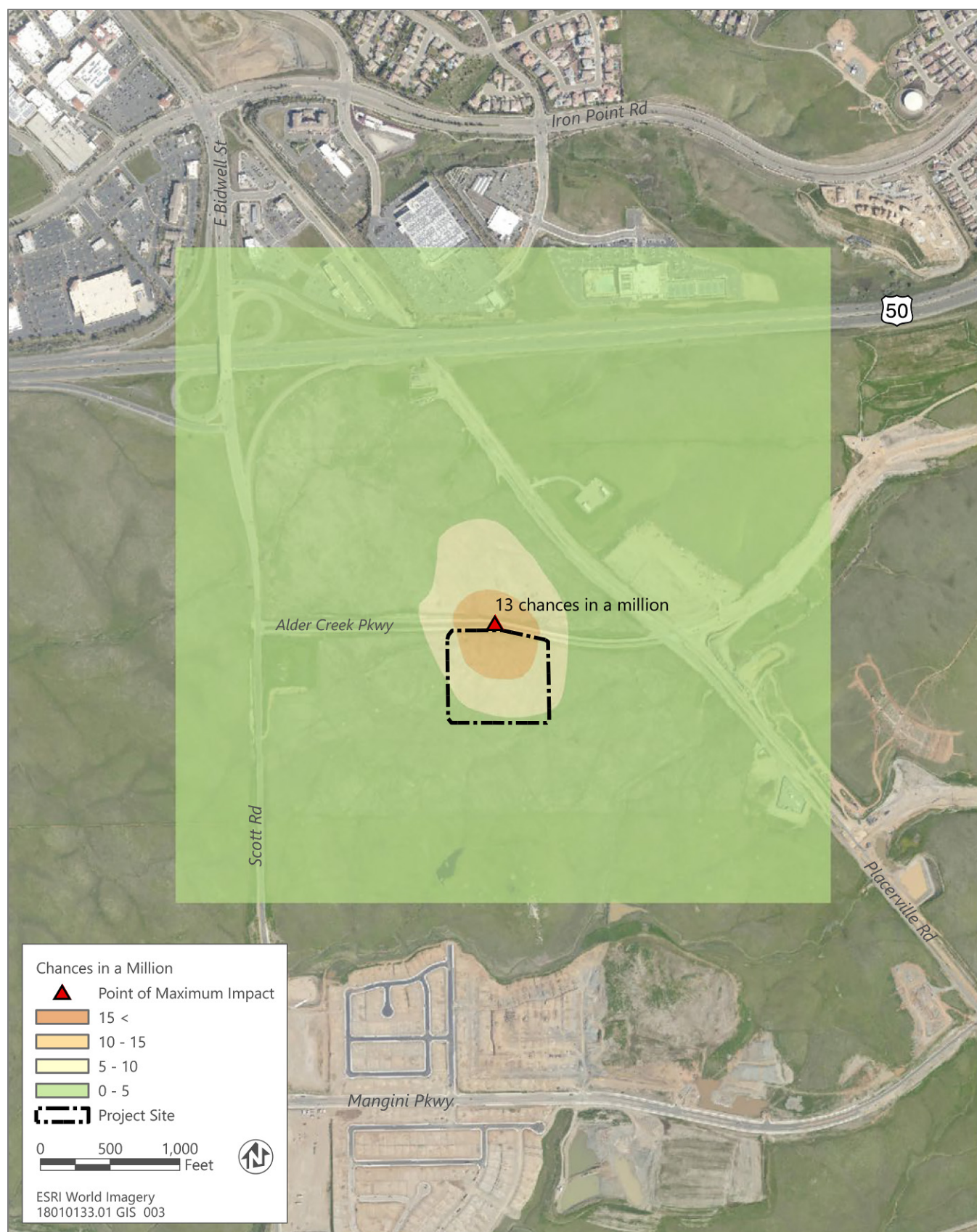
As part of the cumulative impact analysis in Section 4.1.7 of the FPASP EIR/EIS, health risk exposure levels from traffic on nearby high-volume arterial roadways to new residential land uses proposed under the FPASP were examined. The FPASP EIR/EIS analyzed this impact because relatively high volumes of diesel-powered trucks associated with nearby sand and gravel quarries would travel on arterial roadways that pass by the proposed residential land uses and DPM emitted by this traffic could expose nearby residents to relatively high levels of health risk. The analysis found that risk exposure levels could potentially be high enough to warrant a site-specific HRA for some of the roadway segments that pass by the FPASP area, including the segments of Prairie City Road north of White Rock Road, White Rock Road between Prairie City Road and Scott Road, White Rock Road east of Scott Road, and Oak Avenue north of White Rock Road, as shown in Table 4-4 of the FPASP EIR/EIS.

The project is not located near the roadway segments identified for risk of high exposure levels. In addition, emissions of DPM from trucks are lower than 2010 levels because of more stringent vehicle emissions standards, improvements in vehicle emissions technology, and statewide efforts to replace older diesel engines with new or retrofitted, cleaner engines. Therefore, the level of health risk exposure to residential land uses on the project site would be less than those evaluated in the FPASP EIR/EIS. This impact determination is consistent with the analysis in the FPASP EIR/EIS, which determined that levels of health risk exposure would decrease over time. As shown in Table 4-4 of the FPASP EIR/EIS, the exposure levels would decrease along all studied roadway segments from 2010 to 2030. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.



Source: adapted by Ascent Environmental in 2020

Figure 4-1a Residential Cancer Risk Contours - Unmitigated



Source: adapted by Ascent Environmental in 2020

Figure 4-1b Residential Cancer Risk Contours - Mitigated

Exposure of Sensitive Receptors to Construction-Generated Emissions of Naturally Occurring Asbestos

Impact 3A.2-5 in the FPASP EIR/EIS examined whether construction-related ground disturbance activities (i.e., grading, rock blasting) could generate fugitive PM₁₀ dust that contains naturally occurring asbestos (NOA). Based on a report by the California Geologic Survey, portions of the FPASP area, including portions of the project area, include areas that are moderately likely to contain NOA (California Geologic Survey 2006). The analysis explains that the serpentine soils may be disturbed during site grading and rock blasting activities, potentially exposing residents of the nearby residential neighborhoods in El Dorado County or neighborhoods that have already been developed in the FPASP to asbestos during project construction. Without appropriate controls, sensitive receptors near construction sites could be exposed to localized high levels of re-entrained fugitive PM₁₀ dust, potentially including NOA. As a result, this direct impact would be considered potentially significant. Implementation of Mitigation Measure 3A.2-5 would reduce impacts associated with generation of fugitive dust that potentially contains NOA by requiring site-specific investigations and, where the presence of NOA is determined, implementation of a dust control plan that is approved by SMAQMD that would reduce impacts related to construction in serpentine soils. Implementation of these measures would reduce the potentially significant impact associated with exposure to NOA during construction to a less-than-significant level. The potential for sensitive receptors to be exposed to NOA under the project is not substantially greater than determined in the FPASP EIR/EIS. Therefore, no new or substantially more severe air quality impacts would occur from NOA exposure as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Other Emissions (Odors) from Short-Term Use of Construction Equipment

Impact 3A.2-6 of the FPASP EIR/EIS explains that construction activities associated with the development of on-site land uses could result in odorous emissions from diesel exhaust generated by construction equipment. The FPASP EIR/EIS required implementation of exhaust reduction measures listed in Mitigation Measure 3A.2-1a to reduce the level of exposure. However, it was nonetheless determined that this impact would be significant and unavoidable.

The Alder Creek Apartments site would not require much grading activity compared to other areas within the FPASP because it is not as hilly as the east side of the FPASP area and would not occur for an extended period of time, thus odorous emissions generated during the construction at the Alder Creek Apartments site would not expose a substantial number of people to objectionable odors beyond what was evaluated in the FPASP EIR/EIS. No new or substantially more severe odor impacts from on-site sources would occur as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements
- ▶ Mitigation Measure 3A.2-1d: Implement SMAQMD's Basic Construction Emission Control Practices during Construction of all Off-site Elements located in Sacramento County.
- ▶ Mitigation Measure 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions
- ▶ Mitigation Measure 3A.2-4b: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants
- ▶ Mitigation Measure 3A.2-5: Implement a Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan
- ▶ Mitigation Measure 3A.2-6: Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions

In addition to the mitigation measures in the FPASP EIR/EIS (listed above), the following project-specific measure enhances the mitigation program outlined in the FPASP EIR/EIS. This refinement is consistent with the mitigation program outlined in the FPASP EIR/EIS.

Mitigation Measure 4.3-1: Implement Exhaust Emissions Reduction Measures

The project shall be required to use a construction fleet mix utilizing 90 percent EPA certified Tier 4 engines, which will substantially mitigate diesel exhaust (i.e., PM₁₀) emissions. The use of Tier 4 engines can reduce diesel generated PM₁₀ emissions by up to 90 percent over Tier 1 engines.

CONCLUSION

As required by many of the air quality mitigation measures adopted as part of the FPASP, this report provides additional project-level air quality analysis. While the project-specific analyses provide additional detail for the project site, the project would not result in new or substantially more severe significant impacts to air quality. The conclusions of the FPASP EIR/EIS remain valid and no additional analysis is required.

4.4 BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
4. 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 Wildlife or U.S. Fish and Wildlife Service?	Setting pp. 3A.3-7 to 3A.3-21 Impacts 3A.3-2 and 3A.3-3	No	Yes	Yes, mitigation has been updated but impact remains significant and unavoidable
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 US Fish and Wildlife Service?	Setting pp. 3A.3-18 to 3A.3-26; Impact 3A.3-4	No	No	Yes, but impact remains significant and unavoidable
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Setting pp. 3A.3-5 to 3A.3-7, 3A.3-18 to 3A.3-21; Impact 3A.3-1	No	No	Yes, but impact remains significant and unavoidable
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Setting p. 3A.3-7 Impact 3A.3-6	No	No	NA
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Setting pp. 3A.3-23 to 3A.3-26 Impact 3A.3-5	No	No	Yes, but impact remains significant and unavoidable
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?	Impact 3A.3-7	No	Yes	NA
g. Have the potential to cause a commercial and/or recreational fishery to drop below self-sustaining levels?	Setting p. 3A.3-17 No Impact	No	No	NA

4.4.1 Discussion

REGULATORY SETTING

The City completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Natural and Cultural Resources Element

GOAL NCR 1.1 Protect and enhance Folsom's natural resources for current and future residents.

- ▶ **NCR 1.1.1 Habitat Preservation:** Support State and Federal policies for preservation and enhancement of riparian and wetland habitats by incorporating, as applicable, standards published by the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service into site-specific development proposals.
- ▶ **NCR 1.1.2 Preserve Natural Resources:** Require that a qualified biologist conduct a vegetative/wildlife field survey and analysis prior to consideration of development applications for projects located in sensitive habitat areas and potential habitats for sensitive wildlife and floral species.
- ▶ **NCR 1.1.3 Wetland Preservation:** Require developers to prepare a wetland mitigation and monitoring plan that describes the habitats present within the proposed project site and establishes a plan for the long-term monitoring and mitigation of sensitive habitats.
- ▶ **NCR 1.1.4 Native and Drought Tolerant Vegetation:** Encourage new developments to plant native vegetation, including that which is important to Native American lifeways and values, and drought tolerant species and prohibit the use of invasive plants.
- ▶ **NCR 1.1.5 New Open Space:** Continue to acquire strategically-located open space areas for passive and active recreational uses when such parcels of open space value become available and feasible funding sources are identified to sustain the ongoing maintenance expenses.
- ▶ **NCR 1.1.6 Consolidate Parcels:** Encourage landowners to consolidate identified habitats, open space, and park lands between separately-owned development projects and individually-owned properties, when feasible.
- ▶ **NCR 1.1.7 Fugitive Light:** Encourage measures to limit fugitive light from outdoor sources, including street lighting.
- ▶ **NCR 1.1.8 Planting in New Development:** Require the planting of street trees, parking lot canopy trees, screening trees, and other amenity trees and landscaping in all new development, consistent with City landscaping development guidelines, to minimize the heat island effect. Planting strips must be large enough to accommodate a large tree canopy and allow for healthy root growth.
- ▶ **NCR 1.1.9 Public Awareness:** Encourage and support development projects and programs that enhance public appreciation and awareness of the natural environment.

Tree Preservation Ordinance

On January 28, 2020, the City Council unanimously passed Ordinance No. 1299 repealing and replacing the City's previous Tree Preservation Ordinance as set forth in Chapter 12.16 of the Folsom Municipal Code. The Ordinance outlines tree work standards and a tree protection and mitigation plan. The Ordinance also expands the definition of heritage tree to include all trees with a diameter at breast height of 30 inches or more (with exceptions for invasive species).

IMPACT DISCUSSION

Since the adoption of the FPASP and certification of the EIR/EIS, and consistent with the mitigation adopted in the FPASP, a Biological Opinion for the FPASP was issued by the U.S. Fish and Wildlife Service on April 2, 2014 (81420-2010-F-0620-1) and California Department of Fish and Wildlife (CDFW) entered into a streambed alteration agreement with the FPASP applicants (Master Streambed Alteration Agreement [Notification No. 1600-2012-0198-R2]) (USFWS 2014). These documents contain guidance on how to treat special-status species and provide conditions for the FPASP and associated projects.

The FPASP EIR/EIS evaluated the impact of the FPASP on 11 special-status plant and 19 special-status animal species which had the potential to occur within the FPA (pages 3A.3-9 to 3A.3-17 of the FPASP EIR/EIS). One special-status plant species, Brandegee's clarkia (*Clarkia biloba* ssp. *brandegeae*) was downgraded from a California rare plant rank

of 1B.1 to 4B.2 since certification of the FPASP EIR/EIS in 2011, because the species was discovered to be more common than originally thought (CNPS 2020).

One special-status wildlife species, tricolored blackbird (*Agelaius tricolor*) has been listed as threatened under the California Endangered Species Act since certification of the FPASP EIR/EIS in 2011 (CNDDB 2020). The FPASP EIR/EIS evaluated impacts to the tricolored blackbird, considered a species of concern at the time of the EIR/EIS, and adopted Mitigation Measure 3A.3-2c to reduce impacts to this species to less than significant. The project would not result in any new significant impacts or substantially more severe impacts to the tricolored blackbird. Mitigation Measure 3A.3-2c has been updated to include a statement requiring the applicant to consult with CDFW to determine whether an incidental take permit for impacts to tricolored blackbird would be required. This updated version is presented below and remains consistent with Mitigation Measure 3A.3-2c in the EIR/EIS.

There have been no changes to the status of any other species evaluated in the FPASP EIR/EIS and there are no additional occurrences of special-status species within the FPA since certification of the FPASP EIR/EIS. The project would not result in any new significant impacts or substantially more severe impacts to species identified as candidate, sensitive, or special-status species.

The FPASP EIR/EIS evaluated the impact of the FPASP on sensitive communities including riparian and oak woodland habitat within the context of the Folsom Municipal Code (pages 3A.3-72 to 3A.3-93 of the FPASP EIR/EIS) as well as federally protected wetlands (page 3A.3-28 to 3A.3-50). The project site does not include any riparian or oak woodland habitat. In addition, no individual trees have been identified on the project site. Therefore, the project would not result in any new significant impacts or substantially more severe impacts to these sensitive habitats and would not conflict with local tree protection codes or ordinances.

The FPASP EIR/EIS evaluated the impact of the FPASP on native and resident migratory corridors and nursery sites on pages 3A.3-88 to 3A.3-93 and determined that there would be no impact. Since certification of the FPASP EIR/EIS, there have been no changes in habitat or migration patterns; and the proposed changes to the FPASP would not constitute a new significant impact or substantially more severe impact to migratory corridors or nursery sites.

The FPASP EIR/EIS evaluated the impact of the FPASP on the South Sacramento Habitat Conservation Plan (SSHCP) and determined that the FPASP would not have an impact because the SSHCP was not adopted (as of 2011) and that the SPA is not within the SSHCP plan area (pages 3A.3-93 to 3A.3-94 of the FPASP EIR/EIS). The SSHCP has since been adopted; however, the FPASP area is still not included within the SSHCP plan area. Therefore, there would be no new significant impact or substantially more severe impact.

The FPASP EIR/EIS did not evaluate the impact of the FPASP on the persistence of commercial and recreational fisheries in the Biological Resources – Land section. The issue was evaluated for the Zone 4 “Water” study area (pages 3B.3-16 to 3B.3-21 of the FPASP EIR/EIS). However, the project is not located within the Zone 4 “Water” study area and the project would not result in any new significant impacts or substantially more severe impacts on fisheries.

MITIGATION MEASURES

The following mitigation measures were referenced in the EIR/EIS and would continue to remain applicable if the project were approved. FPASP EIR/EIS Mitigation Measures 3A.3-1b, 3A.3-2e, 3A.3-2f, 3A.3-2g, 3A.3-2h, 3A.3-3, 3A.3-4a, and 3A.3-5 have previously been completed or are not applicable to the project, as identified in the California Environmental Quality Act Biological Resources Mitigation Measure Compliance Report prepared for the Mangini Ranch Phase 2 Subdivision (ECORP 2017).

- ▶ Mitigation Measure 3A.3-1a: Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain in the SPA and Use Low Impact Development (LID) Features
- ▶ Mitigation Measure 3A.3-2a: Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests
- ▶ Mitigation Measure 3A.3-2b: Prepare and Implement a Swainson’s Hawk Mitigation Plan

- ▶ Mitigation Measure 3A.3-2d: Avoid and Minimize Impacts to Special-Status Bat Roosts
- ▶ Mitigation Measure 3A.3-4b: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation

To be consistent with requirements for wildlife species listed under the California Endangered Species Act, the following FPASP EIR/EIS mitigation measure has been updated.

Mitigation Measure 3A.3-2c: Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies

To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.

If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the project applicant shall consult with CDFW to determine whether impacts to the colony would occur as a result of project implementation, and to establish an appropriate buffer around the colony to reduce the likelihood of disturbance. No project activity shall commence within the buffer area until a qualified biologist, in consultation with CDFW, confirms that the colony is no longer active. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances. If CDFW determines that project activity could result in adverse effects to the colony, and project activities cannot be avoided during the nesting season when the colony is active, an incidental take permit for impacts to tricolored blackbird pursuant to California Fish and Game Code Section 2081 would be required. The applicant shall implement measures required under the permit, if required, which may include compensatory mitigation for impacts to a tricolored blackbird.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Caltrans).

CONCLUSION

Mitigation Measure 3A.3-2c was updated to reflect a change in status of tricolored blackbird under the California Endangered Species Act; however, this mitigation measure is consistent with the requirements in the mitigation adopted for the FPASP. The project would not result in new or substantially more severe significant impacts to biological resources. The mitigation measures and overall conclusions of the FPASP EIR/EIS remain valid and no additional analysis is required.

4.5 CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
5. Cultural Resources. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Setting pp. 3B.5-1 to 3B.5-3 Impact 3A.5-1	No	No	Yes
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Setting pp. 3B.5-1 to 3B.5-3 Impacts 3A.5-1 and 3A.5-2	No	No	Yes
c. Disturb any human remains, including those interred outside of formal cemeteries?	Setting p. 3A.5-13 to 3A.5-15 Impact 3A.5-3	No	No	Yes

4.5.1 Discussion

REGULATORY SETTING

State

Senate Bill 18

Senate Bill (SB) 18 was signed into law in September 2004 and became effective in March 2005. SB 18 (Burton, Chapter 905, Statutes of 2004) requires city and county governments to consult with California Native American tribes early in the planning process with the intent of protecting traditional tribal cultural places. The purpose of involving tribes at the early stage of planning efforts is to allow consideration of tribal cultural places in the context of broad local land use policy before project-level land use decisions are made by a local government. As such, SB 18 applies to the adoption or substantial amendment of general or specific plans. The process by which consultation must occur in these cases was published by the Governor's Office of Planning and Research through its *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (OPR 2005).

Because the project is seeking an SPA to the FPASP, the City was required to initiate consultation with California Native American tribes under SB 18. On February 25, 2020, ECORP, on behalf of the City, requested an SB 18 contact list from the California Native American Heritage Commission (NAHC). On March 3, 2020, the NAHC responded with contact information for representatives of the following tribes:

- ▶ Buena Vista Rancheria of Me-Wuk Indians
- ▶ Colfax-Todds Valley Consolidated Tribe
- ▶ Lone Band of Miwok Indians
- ▶ Nashville Enterprise Miwok-Maidu Nishinam Tribe
- ▶ Shingle Springs Band of Miwok Indians
- ▶ Tsi Akim Maidu
- ▶ United Auburn Indian Community of the Auburn Rancheria
- ▶ Wilton Rancheria

In accordance with Government Code 65352.3(a)(2), the City sent project notifications to each of the contacts on March 6, 2020 and afforded them 90 days to respond and request consultation. The 90-day response window closed on June 4, 2020. The City received responses from two tribes, as summarized below. None of the other tribes responded.

Wilton Rancheria

- ▶ A response from Wilton Rancheria on March 13, 2020 requesting to consult on the project under SB 18. The City responded to Wilton Rancheria on March 16, 2020 acknowledging their request to consult and to formally initiate consultation by inviting them to a teleconference on March 31. Wilton Rancheria representatives failed to attend the teleconference, but on April 14, 2020, contacted the City to request information, which the City provided immediately. The tribe has not engaged the City any further on this project.

Shingle Springs Band of Miwok Indians

- ▶ On May 4, 2020, the City received a letter from Shingle Springs Rancheria dated April 30, 2020 asking to consult and receive copies of reports. The City responded the same day, provided the requested information, and offered a teleconference meeting on May 13. Shingle Springs representatives failed to attend the teleconference and did not request to reschedule. The tribe has not engaged the City any further on this project.

On April 16, 2020, and in accordance with Government Code §65352(a)(11), the City mailed the 45-day referral notices to the tribes. No tribes provided comment within that timeframe. The City will mail specific details of the public hearing at least 10 days in advance, in accordance with Government Code §65092.

In summary, the City has assumed and concluded consultation responsibilities in accordance with the *Tribal Consultation Guidelines: Supplement to General Plan Guidelines* (November 14, 2005) published by the Governor's Office of Planning and Research. The details of tribal consultation for SB 18 are documented in a separate confidential tribal consultation record by the City.

Assembly Bill 52

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) established a formal consultation process for California Native American tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts (Public Resources Code [PRC] Section 21084.2). AB 52 consultation requirements went into effect on July 1, 2015 for all projects that had not already published a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration or published a Notice of Preparation of an Environmental Impact Report prior to that date (Section 11 [c]). Specifically, AB 52 requires that "prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation" (21080.3.1 [a]), and that "the lead agency may certify an environmental impact report or adopt a mitigated negative declaration for a project with a significant impact on an identified tribal cultural resource only if" consultation is formally concluded (21082.3[d]).

However, in the case of the current project, the lead agency has prepared this addendum to a previously certified EIR, in accordance with Section 15164 of the CEQA Guidelines. An addendum was determined to be the most appropriate document because none of the conditions described in Section 15162, calling for preparation of a subsequent EIR, have occurred. The addendum addresses minor technical changes or additions and confirms that the project is consistent with what was previously analyzed under the certified EIR. As such, the addendum will not result in an additional certification; therefore, the AB 52 procedures specified in PRC Sections 21080.3.1(d) and 21080.3.2 do not apply and no tribal consultation under AB 52 is required.

City of Folsom 2035 General Plan

The City completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Natural and Cultural Resources Element

GOAL NCR 5.1 Encourage the preservation, restoration, and maintenance of cultural resources, including building and sites, to enrich our sense of place and our appreciation of the city's history.

- ▶ **NCR 5.1.2 Cultural Resources Inventory:** Maintain an inventory of prehistoric and historic resources, including structures and sites.
- ▶ **NCR 5.1.3 Nominate Additional Cultural Resources:** Nominate additional buildings and sites to the City of Folsom Cultural Resources Inventory of locally significant cultural resources.
- ▶ **NCR 5.1.4 Applicable Laws and Regulations:** Ensure compliance with City, State, and Federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic and archeological resources, as listed in the City of Folsom Historic Preservation Master Plan, including the use of the California Historical Building Code as applicable, including, but not limited to, Senate Bill 18, Assembly Bill 52, Appendix G to the CEQA Guidelines, and, where applicable, Section 106 of the National Historic Preservation Act.

FPASP Programmatic Agreement

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

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

ECORP prepared a report summarizing the project-specific information for the project on historic and cultural resources and, in that report, provided refined mitigation measures specific to the project, see Appendix B (ECORP 2020). A summary of that information is presented below.

IMPACT DISCUSSION

Impacts on Historical Resources

Impacts under the approved FPASP to historical resources within the FPASP area are described in Impact 3A.5-1. Impacts were determined to be potentially significant because the FPASP would develop in areas containing known historic resources. Mitigation Measures 3A.5-1a and 3A.5-1b were recommended and required the applicants to enter into a PA with USACE for the comprehensive evaluation of resources within the FPASP as well as an inventory and evaluation of cultural resources and methods to avoid or minimize damage to resources. As described in the mitigation, the PA would establish an area of potential effects and provide a framework for data gathering so that the applicant, City, and USACE would have a more thorough understanding of the resources present in the area and how best to address these resources, once projects were proposed within the FPASP. Although implementation of Mitigation Measures 3A.5-1a and 3A.5-1b in the EIR/EIS would reduce the impact to known prehistoric and historic-era cultural resources, the EIR/EIS concluded that the impact would remain potentially significant and unavoidable because some of the affected resources would not be within the City's jurisdiction.

As described above, the applicant has already entered a PA with USACE and has conducted a subsequent review of historic resources pertaining to the project area. That review determined that the Alder Creek site includes one cultural resource; however, the site is not eligible and is therefore is not considered a Historical Resource under CEQA. Five cultural resources were identified at the land use reallocation sites located outside of the Alder Creek site. Only two of the five cultural resources were determined to be eligible and are considered as historical resources under CEQA. However, because the land use reallocation sites located outside of the Alder Creek site would only receive surplus density from the Alder Creek site, would not be developed as part of the project, and would be subject to their own future discretionary approvals, impacts to historical resources located within the land use reallocation sites would not occur as a result of the project.

The project does not change the nature, type, or severity of impacts to historical resources and impacts associated with the project are consistent, if not less than, what was contemplated by the EIR/EIS. Because of the extensive work on historic resources since the EIR/EIS was certified, the mitigation measures from the EIR/EIS addressing historic resources were refined to more specifically address the project area. With the implementation of these modified mitigation measures (listed below), implementation of the project would result in less-than-significant impacts to historic resources. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Impacts on Archeological Resources

The EIR/EIS analyzed potential destruction or damage to known (Impact 3A.5-1) or unknown (Impact 3A.5-2) archeological resources and concluded that there would be potentially significant impacts because of the potential destruction and removal of these resources. The EIR/EIS recommended Mitigation Measures 3A.5-1a, 3A.5-1b, and 3A.5-2, which would reduce the impact to archaeological resources by requiring a programmatic agreement, an inventory and evaluation of cultural resources and methods to avoid or minimize damage to resources, construction personnel education, and, if determined necessary, on-site monitoring during construction activities. However, the EIR/EIS concluded that this impact would remain potentially significant and unavoidable because some of the affected resources would not be within the City's jurisdiction and the City would not have control over their protection and preservation, because there always exists a potential for unknown archaeological sites to become uncovered during construction, and because not all resources would be avoided under the approved FPASP.

As described previously, the applicant entered into a PA and subsequent review of cultural resources. As described above, the applicant made changes to the project design to avoid impacts to known resources. While these are not sufficient to reduce the potentially significant impact to a less-than-significant level without mitigation, the information gathered through the extensive surveys, Native American consultation, and reviews of records were used to refine the mitigation measures from the EIR/EIS. With the implementation of these modified mitigation measures shown below (3A.5-1a, 3A.5-1b, and 3A.5-2), the impact would be reduced to less than significant. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Impacts on Human Remains

The EIR/EIS analyzed potential destruction or damage to human remains in Impact 3A.5-3 and concluded that although there are no known or documented human burials or remains in the project area, the impact was potentially significant because ground-disturbing activities may inadvertently disinter or destroy previously unidentified interred human remains. The EIR/EIS recommended Mitigation Measure 3A.5-3, which would reduce the potential impact to a less-than-significant level because it would require the applicant to halt ground-disturbing activities if remains are uncovered and follow the requirements of the California Health and Safety Code.

Mitigation Measure 3A.5-3 has been updated to include a statement requiring the applicant to submit to the City proof of compliance and this updated version is presented below and remains consistent with Mitigation Measure 3A.5-3 in the EIR/EIS. No new information regarding human remains has been identified requiring new analysis or verification. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

To be consistent with the more specific requirements found in the Historic Property Treatment Plan (HPTP) and FAPA, the following FPASP EIR/EIS mitigation measures have been refined.

Mitigation Measure 3A.5-1a: Comply with the Programmatic Agreement

The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.

Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided

Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Before ground disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable oversight agency, shall perform the following actions:

- ▶ Retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate.
- ▶ The identification of any sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements.
- ▶ For each resource that is determined eligible for the CRHR, the applicable agency or the applicant(s) for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS.
- ▶ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800.
- ▶ Where impacts cannot be avoided, the applicable agency or the applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS.

- ▶ To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment.
- ▶ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts.

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

Mitigation Measure 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required

To reduce potential impacts to previously undiscovered cultural resources, the applicant(s) of all project phases shall do the following:

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

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

The applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.

The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.

In the event that unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:

- ▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.
- ▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.

The applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.

Mitigation Measure 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures

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

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

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

- ▶ record the site with the NAHC or the appropriate Information Center,
- ▶ use an open-space or conservation zoning designation or easement, or
- ▶ record a reinternment document with the county.

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

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

The applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.

CONCLUSION

While consultation with regulatory agencies regarding cultural resources mitigation has been on-going and resulted in the development of refined mitigation program for the project, this mitigation program is consistent with the activities recommended in the mitigation adopted for the FPASP. No new significant or substantially more severe cultural resources impacts would occur with the project. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

4.6 ENERGY

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
6. Energy. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Setting pp. 3A.16-5 to 3A.16-6, 3A.16-8 Impact 3A.16-12	No	No	Yes
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Setting 3A.16-5 to 3A.16-6, 3A.16-8 No Impact	No	No	Yes

4.6.1 Discussion

A comprehensive update to the CEQA Guidelines has been completed since certification of the FPASP Final EIR/EIS. Appendix G of the CEQA Guidelines, which became effective on December 28, 2018, was revised to include Energy as a category of analysis. At the time of the EIR/EIS, energy was included in Appendix F of the CEQA Guidelines and increased energy demand was addressed under Utilities and Service Systems in the EIR/EIS. This analysis has been added, in response to the 2018 update to the CEQA Guidelines. However, as energy was previously addressed in the EIR/EIS, this analysis does not constitute new information of substantial importance under CEQA Guidelines section 15162.

REGULATORY SETTING

A variety of state and local laws and policies have been adopted since certification of the FPASP EIR/EIS. Key regulations and conservation planning issues applicable to the project are discussed below, but these changes in law do not constitute new information of substantial importance under CEQA Guidelines section 15162.

State

Senate Bill X1-2 of 2011 and Senate Bill 350 of 2015

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond. In October 2015, SB 350 was signed into law, which requires retail sellers and publicly-owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

California Building Efficiency Standards (Title 24, Part 6)

The 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by the CEC on May 9, 2018 and took effect on January 1, 2020. The standards are designed to move to the State closer to its zero net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all

the site electricity needs of each residential unit (CCR, Title 24, Part 6, Section 150.1(c)14). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively-required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficacy lighting (CEC 2018). The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

Local

The City completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project.

Land Use Element

GOAL LU 1.1 Retain and enhance Folsom's quality of life, unique identity, and sense of community while continuing to grow and change.

- ▶ **LU 1.1.13 Sustainable Building Practices:** Promote and, where appropriate, require sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water and other resources; facilitate natural ventilation; use daylight effectively; and, are healthy, safe, comfortable, and durable.
- ▶ **LU 1.1.14 Promote Resiliency:** Continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations, as well as upstream, neighboring, and regional groups to effectively partner on and promote the issues relating to air quality, renewable energy systems, sustainable land use, adaptation, and the reduction of greenhouse gas (GHG) emissions.

GOAL LU 6.1 Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

- ▶ **LU 6.1.3 Efficiency Through Density:** Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.
- ▶ **LU 9.1.10 Renewable and Alternative Energy Generation Systems:** Require the use of solar, wind, or other on-site renewable energy generation systems as part of the design of new planned developments.

Mobility Element

GOAL M 4.1 Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

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

Natural and Cultural Resources Element

GOAL NCR 3.2 Improve the sustainability of the community through continued local efforts to reduce GHG emissions.

- ▶ **NCR 3.2.3 Greenhouse Gas Reduction in New Development:** Reduce greenhouse gas emissions from new development by encouraging development that lowers vehicle miles traveled (VMT), and discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning;

improving the jobs/housing ratio; and other methods of reducing emissions while maintaining the balance of housing types Folsom is known for.

Public Facilities and Services Element

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

- ▶ **PFS 8.1.3 Renewable Energy:** Promote efforts to increase the use of renewable energy resources such as wind, solar, hydropower, and biomass both in the community and in City operations, where feasible.
- ▶ **PFS 8.1.3 Regional Energy Conservation:** Partner with neighboring jurisdictions and local energy utilities (e.g., SMUD and PG&E) to develop, maintain, and implement energy conservation programs.
- ▶ **PFS 8.1.5 PACE Program:** Assist in implementing the Property Assessed Clean Energy (PACE) financing programs to provide residential and commercial property owners with energy efficiency and renewable energy financing opportunities.
- ▶ **PFS 8.1.6 Energy-Efficient Lighting:** Reduce the energy required to light Folsom's parks and public facilities by employing energy-efficient lighting technology.

IMPACT DISCUSSION

As described in Impact 3A.16-12 of the FPASP EIR/EIS, the FPASP would increase the consumption of energy. However, the FPASP would need to comply with Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations and implement an Air Quality Management Plan. This impact (Impact 3A.16-12) was determined to be less than significant and no mitigation was required.

The project would not result in an increase in unit development, land use acreage, vehicle miles traveled, or construction equipment for the FPASP area. Although energy consumption associated with electricity use would differ slightly between MHD, MLD, and MU land uses, the total number of units of MHD, MLD, and MU in the FPASP would not change; therefore, no substantial change in energy consumption would occur. In addition, multi-family residential units typically have higher energy efficiency standards, and thus have less energy consumption than mixed use developments. The project would comply with Title 24 requirements, which were updated in 2019 and include renewable energy and energy efficiency requirements to reduce energy consumption in new residences by 53 percent.

Relevant plans that pertain to the efficient use of energy include the State 2008 *Energy Action Plan Update*, which focuses on energy efficiency; demand response; renewable energy; the supply and reliability of electricity, natural gas, and transportation fuels; and achieving GHG reduction targets (CEC and CPUC 2008). The FPASP would comply with the Building Energy Efficiency Standards included in Title 24 of the California Code of Regulations, which would align with the State 2008 *Energy Action Plan Update*.

The project would not result in substantial land use changes or an increase in population from the approved FPASP. The project would comply with general plan policies related to renewable energy or energy efficiency and Title 24 Building Energy Efficiency Standards. The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

No mitigation measures are required for the project for this issue.

CONCLUSION

This report updates the regulatory setting addressing energy and provides additional project-level energy analysis in accordance with the updated Appendix G of the CEQA Guidelines, which became effective on December 28, 2018. While the updated information and the project-specific analyses provide additional detail for the project site, this analysis is based on the standards in effect at the time of the EIR/EIS. At the time of the EIR/EIS, energy was included in Appendix F of the CEQA Guidelines and increased energy demand was addressed under Utilities and Service Systems in the EIR/EIS. Therefore, this report would not constitute new information of substantial importance under CEQA Guidelines section 15162. The proposed amendment to the FPASP would not result in new or substantially more severe significant impacts to energy. Therefore, no additional analysis is required.

4.7 GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
7. Geology and Soils. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Setting pp. 3A.7-3 to 3A.7-5, 3A.7-18, 3A.7-19	No	No	Yes
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? (Refer to California Geological Survey Special Publication 42.)	Impacts 3A.7-1, 3A.7-2			
ii. Strong seismic ground shaking?				
iii. Seismic-related ground failure, including liquefaction?				
iv. Landslides?				
b. Result in substantial soil erosion or the loss of topsoil?	Setting pp. 3A.7-5 to 3A.7-6 Impact 3A.7-3	No	No	Yes
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?	Setting p. 3A.7-6 Impacts 3A.7-4, 3A.7-5	No	No	Yes
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	Setting p. 3A.7-11 Impact 3A.7-6	No	No	Yes
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Setting p. 3A.7-11 Impact 3A.7-7	No	No	NA
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Setting pp. 3A.7-13 to 3A.7-17 Impact 3A.7-10	No	No	Yes

4.7.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Safety and Noise Element

GOAL SN 2.1 Reduce risks and minimize impacts to the community from earthquakes and geologic hazards.

- ▶ **SN 2.1.1 Requirements:** Develop, maintain, and implement land use planning, building construction, and retrofitting requirements consistent with State standards to reduce risk associated with geologic and seismic hazards.
- ▶ **SN 2.1.2 Roads, Bridges, and Utility Lines:** Ensure that the design and engineering of new roads, bridges, and utility lines can withstand movement or ground failure associated with the seismic risk in Folsom consistent with State standards.
- ▶ **SN 2.1.4 Dredge Tailings:** Require new development on dredge tailings to conform to the guidelines and regulations of the California Geological Survey.

No other changes in regulatory settings related to geology and soils have occurred since the certification of the FPASP EIR/EIS. The regional and local settings remain the same as stated Section 3A.7.

IMPACT DISCUSSION

The project would involve development of the same areas examined in the FPASP EIR/EIS. A project-specific geotechnical report was completed in February 2018 by Wallace Kuhl & Associates (see Appendix C) and concluded that soils located at the Alder Creek Apartments site would be capable of supporting multi-family residential development at the project site. As noted in the FPASP EIR/EIS, the risks of seismic-related ground shaking, seismic-related ground failure, liquefaction, and landslides are low at the project site and the site is not located within or near an Alquist-Priolo Earthquake Fault Zone. In addition, the risks of substantial soil erosion, unstable soil or geologic units, and soil expansion are low and would further be reduced through recommendations outlined in the geotechnical analysis (Wallace Kuhl & Associates 2018). The findings of the geotechnical analysis are consistent with what was previously analyzed in the FPASP EIR/EIS. The project's shift in residential densities on areas already contemplated for multi-family residential and mixed use development in the FPASP will not result in any new or substantially more severe impacts to geological or soil conditions.

In addition, because the development of the project would result in a similar footprint for ground disturbance as the approved FPASP, the impact conclusions pertaining to paleontological resources remain unchanged. The project site is underlain by Jurassic-aged Salt Springs Slate, Gopher Ridge Volcanic, and Copper Hill Volcanic formations (see Exhibit 3A.7-1 of the EIR/EIS) and would not contain vertebrate fossils or fossil plant assemblages, as described in Impact 3A.7-10 of the Draft EIR/EIS. The mitigation measures provided in the FPASP EIR/EIS would apply to the proposed project and no new or different mitigation would be required.

MITIGATION MEASURES

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.7-1a: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations
- ▶ Mitigation Measure 3A.7-1b: Monitor Earthwork during Earthmoving Activities
- ▶ Mitigation Measure 3A.7-3: Prepare and Implement the Appropriate Grading and Erosion Control Plan
- ▶ Mitigation Measure 3A.7-5: Divert Seasonal Water Flows Away from Building Foundations
- ▶ Mitigation Measure 3A.7-10: Conduct Construction Personnel Education, Stop Work if Archeological or Paleontological Resources Are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required

The EIR/EIS concluded that mitigation measures were adequate to reduce the risk regarding geology and soils to a less-than-significant level.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to geology and soils.

4.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
8. Greenhouse Gas Emissions. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Environmental Setting p. 3A.4-1 to 3A.4-4; Regulatory Setting p. 3A.4-4 to 3A.4-9 and updated below; Impact 3A.4-1 and Impact 3A.4-2.	No	No	Yes
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Same as above.	No	No	Yes

4.8.1 Discussion

Section 3A.4 of the FPASP EIR/EIS evaluated the FPASP's potential climate change impacts, including impacts associated with greenhouse gases (GHGs). While new information about the science of climate change has become available and the relationship between GHG emissions and land use planning has become better understood, impacts associated with GHGs were known at the time of the FPASP EIR/EIS and new information concerning GHGs does not constitute new significant information under Guidelines section 15162. Federal, state, and local laws and policies that have been adopted since certification of the FPASP EIR/EIS are discussed below.

REGULATORY SETTING

GHG emissions and responses to global climate change are regulated by a variety of federal, state, and local laws and policies. Key regulatory and conservation planning issues applicable to the project are discussed below.

Federal

In *Massachusetts et al. v. Environmental Protection Agency et al.*, 549 U.S. 497 (2007), the Supreme Court of the United States ruled that carbon dioxide (CO₂) is an air pollutant as defined under the federal Clean Air Act and that the U.S. Environmental Protection Agency (EPA) has the authority to regulate GHG emissions.

In 2010, EPA started to address GHG emissions from stationary sources through its New Source Review permitting program, including operating permits for "major sources" issued under Title V of the federal Clean Air Act.

EPA unveiled the Clean Power Plan on August 3, 2015. The purpose of the plan was to reduce CO₂ emissions from electrical power generation by 32 percent relative to 2005 levels within 25 years. EPA is proposing to repeal the Clean Power Plan because of a change to the legal interpretation of Section 111(d) of the Clean Air Act, on which the Clean Power Plan was based. The comment period on the proposed repeal closed April 26, 2018. A final ruling by EPA has not yet been issued.

In October 2012, EPA and the National Highway Traffic Safety Administration (NHTSA), part of the U.S. Department of Transportation (DOT), issued final rules to further reduce GHG emissions and improve corporate average fuel economy (CAFE) standards for light-duty vehicles for model years 2017 and beyond (77 Federal Register [FR] 62624). These rules would increase fuel economy to the equivalent of 54.5 miles per gallon, limiting vehicle emissions to 163

grams of CO₂ per mile for the fleet of cars and light-duty trucks by model year 2025 (77 FR 62630). However, on April 2, 2018, the EPA administrator announced a final determination that the current CAFE standards are not appropriate and should be revised. On August 2, 2018, DOT and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule), which would amend existing CAFE and tailpipe CO₂ emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026. The proposal retains the model year 2020 standards for both programs through model year 2026 (NHTSA 2018).

Part One of the Federal SAFE Rule went into effect on November 26, 2019, revoking California's existing CAA waiver to establish more stringent standards related to GHGs (84 FR 51310). Part Two of the SAFE Rule is forthcoming from EPA and is expected to clarify and confirm the proposed amendments to CAFE and tailpipe CO₂ standards.

State

AB 32 Climate Change Scoping Plan and Update

In December 2008, CARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 118 million metric tons (MMT) of CO₂-equivalent (CO₂e) emissions, or approximately 21.7 percent from the state's projected 2020 emission level of 545 MMT of CO₂e under a business-as-usual scenario (this is a reduction of 47 MMT CO₂e, or almost 10 percent, from 2008 emissions). CARB's original 2020 projection was 596 MMT CO₂e, but this revised 2020 projection considers the economic downturn that occurred in 2008 (CARB 2011). The Scoping Plan reapproved by CARB in August 2011 includes the Final Supplement to the Scoping Plan Functional Equivalent Document, which further examined various alternatives to Scoping Plan measures. The Scoping Plan also includes CARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. CARB estimates the largest reductions in GHG emissions to be achieved will be by implementing the following measures and standards (CARB 2011):

- ▶ improved emissions standards for light-duty vehicles (estimated reductions of 26.1 MMT CO₂e),
- ▶ the Low-Carbon Fuel Standard (15.0 MMT CO₂e),
- ▶ energy efficiency measures in buildings and appliances (11.9 MMT CO₂e),
- ▶ a renewable portfolio and electricity standards for electricity production (23.4 MMT CO₂e), and
- ▶ the Cap-and-Trade Regulation for certain types of stationary emission sources (e.g., power plants).

In May 2014, CARB released and has since adopted the *First Update to the Climate Change Scoping Plan* to identify the next steps in reaching AB 32 goals and evaluate the progress that has been made between 2000 and 2012 (CARB 2014:4 and 5). According to the update, California is on track to meet the near-term 2020 GHG limit and is well positioned to maintain and continue reductions beyond 2020 (CARB 2014:ES-2). The update also reports the trends in GHG emissions from various emission sectors.

The update summarizes sector-specific actions needed to stay on the path toward the 2050 target. While the update acknowledges certain reduction targets by others (such as in the Copenhagen Accord), it stops short of recommending a specific target for California, instead acknowledging that mid-term targets need to be set "consistent with the level of reduction needed [by 2050] in the developed world to stabilize warming at 2°C (3.6°F) [above pre-industrial levels]."

After releasing multiple versions of proposed updates in 2017, CARB adopted the final version titled California's 2017 Climate Change Scoping Plan (2017 Scoping Plan) in December (CARB 2017). The 2017 Scoping Plan indicates that California is on track to achieve the 2020 statewide GHG target mandated by AB 32 of 2006 (CARB 2017:9). It also lays out the framework for achieving the mandate of SB 32 of 2016 to reduce statewide GHG emissions to at least 40 percent below 1990 levels by the end of 2030 (CARB 2017). The 2017 Scoping Plan identifies the GHG reductions needed by each emissions sector.

The 2017 Scoping Plan also identifies how GHGs associated with proposed projects could be evaluated under CEQA (CARB 2017:101-102). Specifically, it states that achieving "no net increase" in GHG emissions is an appropriate overall objective of projects evaluated under CEQA if conformity with an applicable local GHG reduction plan cannot be

demonstrated. CARB recognizes that it may not be appropriate or feasible for every development project to mitigate its GHG emissions to zero and that an increase in GHG emissions due to a project may not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change.

Executive Order B-30-15

On April 20, 2015, Executive Order (EO) B-30-15 was signed into law and established a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (AB 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 sets the next interim step in the State's continuing efforts to pursue the long-term target expressed under EO S-3-05 to reach the goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, SB 32 and AB 197 were signed into law and serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continued efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

Senate Bill X1-2 of 2011 and Senate Bill 350 of 2015

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond. In October 2015, SB 350 was signed into law, which requires retail sellers and publicly-owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

Legislation Associated with Electricity Generation

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

California Building Efficiency Standards (Title 24, Part 6)

The 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by the CEC on May 9, 2018 and will take effect on January 1, 2020. The standards are designed to move to the State closer to its zero net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the site electricity needs of each residential unit (CCR, Title 24, Part 6, Section 150.1(c)14). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively-required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficacy lighting (CEC 2018). The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce

additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

Senate Bill 743 of 2013

SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA. The proposed revisions to the State CEQA Guidelines would establish new criteria for determining the significance of a project's transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs.

As detailed in SB 743, the Governor's Office of Planning and Research (OPR) was tasked with developing potential metrics to measure transportation impacts and replace the use of delay and level of service (LOS).

In November 2017, OPR released its proposed changes to the CEQA Guidelines, including the addition of Section 15064.3 that would implement SB 743 (OPR 2017a:77-90a). In support of these changes, OPR also published its Technical Advisory on Evaluating Transportation Impacts in CEQA, which recommends that the transportation impact of a project be based on whether it would generate a level of VMT per capita (or VMT per employee) that is 15 percent lower than existing development in the region (OPR 2017b:12-13). OPR's technical advisory explains that this criterion is consistent with Section 21099 of the California Public Resources Code, which states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions" (OPR 2017b:18). It is also consistent with the statewide per capita VMT reduction target developed by the California Department of Transportation (Caltrans) in its Strategic Management Plan, which calls for a 15 percent reduction in per capita VMT, compared to 2010 levels, by 2020 (Caltrans 2015:11). Additionally, the California Air Pollution Control Officers Association determined that a 15 percent reduction in VMT is typically achievable for projects (CAPCOA 2010:55) and the call for local governments to set communitywide GHG reduction targets of 15 percent below then-current levels by 2020 in CARB's *First Update to the Climate Change Scoping Plan* (CARB 2014:113).

Section 15064.3 was added to CEQA in December 2018, requiring that transportation impacts no longer consider congestion but instead focus on the impacts of VMT. Agencies have until July 1, 2020 to implement these changes but can also choose to implement these changes immediately.

Low Carbon Fuel Standard

In January 2007, Executive Order S-01-07 established a Low Carbon Fuel Standard (LCFS). The EO calls for a statewide goal to be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020, and that a LCFS for transportation fuels be established for California. The LCFS applies to all refiners, blenders, producers, or importers ("Providers") of transportation fuels in California, including fuels used by off-road construction equipment (Wade, pers. comm. 2017). The LCFS is measured on the total fuel cycle and may be met through market-based methods (e.g., providers exceeding the performance required by an LCFS receive credits that may be applied to future obligations or traded to Providers not meeting LCFS).

In June 2007, CARB adopted the LCFS as a Discrete Early Action item under AB 32 pursuant to Health and Safety Code Section 38560.5, and in April 2009, CARB approved the new rules and carbon intensity reference values with new regulatory requirements taking effect in January 2011. The standards require providers of transportation fuels to report on the mix of fuels they provide and demonstrate they meet the LCFS intensity standards annually. This is accomplished by ensuring that the number of "credits" earned by providing fuels with a lower carbon intensity than the established baseline (or obtained from another party) is equal to or greater than the "deficits" earned from selling higher intensity fuels.

After some disputes in the courts, CARB re-adopted the LCFS regulation in September 2015, and the LCFS went into effect on January 1, 2016.

Executive Order B-48-18: Zero-Emission Vehicles

In January 2018, Executive Order B-48-18 was signed into law and requires all State entities to work with the private sector to have at least 5 million zero-emission vehicles (ZEVs) on the road by 2030, as well as install 200 hydrogen

fueling stations and 250,000 electric vehicle charging stations by 2025. It specifies that 10,000 of the electric vehicle charging stations should be direct current fast chargers. This order also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook (Eckerle and Jones 2015) to aid in these efforts. All State entities are required to participate in updating the 2016 Zero-Emissions Vehicle Action Plan (Governor's Interagency Working Group on Zero-Emission Vehicles 2016) to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities. Additionally, all State entities are to support and recommend policies and actions to expand ZEV infrastructure at residential land uses, through the Low Carbon Fuel Standard Program, and recommend how to ensure affordability and accessibility for all drivers.

Executive Order N-79-20: New Zero Emission Vehicle Standards

On September 23, 2020, Governor Newsom issued Executive Order N-79-20 setting new statewide goals for phasing out gasoline-powered cars and trucks in California. Under the Order, 100% of in-state sales of new passenger cars and trucks are to be zero-emission by 2035; 100% of in-state sales of medium- and heavy-duty trucks and buses are to be zero-emission by 2045, but only where feasible; and 100% of off-road vehicles and equipment sales are to be zero-emission by 2035 where feasible. The Order also directed several state agencies to undertake actions to further these goals in a variety of ways.

Local

Folsom 2035 General Plan

Since certification of the EIR/EIS in 2011, the City has adopted the Folsom 2035 General Plan. The general plan includes policies applicable to the project, specifically related to greenhouse gas reduction, as described below. These policies are included in the City's Greenhouse Gas Emissions Reduction Strategy included in Appendix A of the Folsom 2035 General Plan.

GOAL NCR 3.2 Improve the sustainability of the community through continued local efforts to reduce GHG emissions.

- ▶ **NCR 3.2.1 Community Greenhouse Gas Reductions:** Reduce community GHG emissions by 15 percent below 2005 baseline levels by 2020, and further reduce community emissions by:
 - 40 percent below the 2020 target by 2030;
 - 51 percent below the 2020 target by 2040; and,
 - 80 percent below the 2020 target by 2050.
- ▶ **NCR 3.2.3 Greenhouse Gas Reduction in New Development:** Reduce greenhouse gas emissions from new development by encouraging development that lowers VMT, and discouraging auto-dependent sprawl and dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian friendly, and transit oriented; promoting energy-efficient building design and site planning; improving the jobs/housing ratio; and other methods of reducing emissions while maintaining the balance of housing types Folsom is known for.
- ▶ **NCR 3.2.6 Coordination with SMAQMD:** Coordinate with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce GHG emissions and air pollution from both construction and operations, if not already provided for through project design.
- ▶ **NCR 3.2.7 Preference for Reduced-Emission Equipment:** Require contractors to use reduced-emission equipment for City construction projects and contracts for services.
- ▶ **NCR 3.2.8 GHG Analysis Streamlining for Projects Consistent with the General Plan:** Projects subject to environmental review under CEQA may be eligible for tiering and streamlining the analysis of GHG emissions, provided they are consistent with the GHG reduction measures included in the General Plan and EIR. The City may review such projects to determine whether the following criteria are met:
 - Proposed project is consistent with the General Plan land use designation for the project site;

- Proposed project incorporates all applicable GHG reduction measures (documented in the Climate Change Technical Appendix to the General Plan EIR) as enforceable mitigation measures in the CEQA document prepared for the project; and,
- Proposed project clearly demonstrates the method, timing and process for which the project will comply with applicable GHG reduction measures and/or conditions of approval, (e.g., using a CAP/GHG reduction measures consistency checklist, mitigation monitoring and reporting plan, or other mechanism for monitoring and enforcement as appropriate).

IMPACT DISCUSSION

Construction-Generated Greenhouse Gas Emissions

Construction-related GHG emissions were analyzed under Impact 3A.4-1 of the FPASP EIR/EIS. Modeling was conducted using the Urban Emissions Model and estimated that approximately 50,456 MT CO₂e would be generated by construction activity during the multiple-decade buildout period of the FPASP, including the project site. Because of the intensity and duration of construction activities associated with all development under the FPASP, including the project site, and presuming that this level of construction-generated GHG emissions would be substantial compared to other construction projects in the region and in the state, the analysis determined that construction-generated GHG emission levels would have a substantial contribution to GHGs that cause climate change. Therefore, the analysis concluded, GHG emissions associated with construction under the FPASP would result in a cumulatively considerable incremental contribution to this significant and unavoidable cumulative impact.

SMAQMD did not have a recommended threshold for evaluating construction-related GHGs at the time of the FPASP EIR/EIS was prepared. Since that time, however, SMAQMD has developed a mass emission threshold of 1,100 MT CO₂e/year for determining whether construction-generated GHG emissions are significant (SMAQMD 2009:6-9). Based on 50,456 MT CO₂e provided in the FPASP EIR/EIS for construction of the entire FPASP, GHG emissions generated by construction of the FPASP (including the project) would exceed SMAQMD's threshold. The new threshold does not constitute "new information" as defined in CEQA Guidelines Section 15162 and information concerning impacts attributable to GHGs was known at the time the FPASP EIR/EIS was prepared.

The types of emissions-generating construction activity would generally be the same under the project as evaluated in the FPASP EIR/EIS, as well as the quantity of land that would be developed and the intensity and pace of construction. The project would result in more dwelling units and higher land use density at the Alder Creek Apartments site than the adopted specific plan. The increases would be offset by a reduction in dwelling units in other parts of the FPASP outside the Alder Creek Apartments site. Overall, development within the Alder Creek Apartments site under the amended plan would be similar in area, size, and intensity to what was approved under the FPASP. For these reasons it is not anticipated that the project would result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to construction-related GHG emissions than were identified in the FPASP EIR/EIS.

Implementation of Mitigation Measure 3A.2-1a, which focuses on reducing construction-generated emissions of criteria air pollutants and precursors, would also result in reductions in construction-generated GHGs. Furthermore, Mitigation Measure 3A.4-1 requires implementation of additional measures to minimize construction-generated GHG emissions. These mitigation measures would generally result in the same reductions in GHG emissions under the project as the adopted FPASP. Therefore, the conclusions of the EIR/EIS remain valid and no additional analysis is required.

Operational Greenhouse Gas Emissions

GHG emissions and associated climate change impacts of the approved FPASP were evaluated in Section 3A.4 of the 2010 FPASP EIR/EIS. The methods of analysis for GHG estimation have evolved since the FPASP EIR/EIS was prepared. Since that time, the Urban Emissions model (URBEMIS) that was used in the FPASP EIR/EIS analysis was replaced with CalEEMod. CalEEMod is now the widely-recognized modeling tool by air districts in California for estimating GHG emissions for development projects, including SMAQMD (SMAQMD 2009:6-8). Also, SMAQMD now recommends a specific threshold of significance for evaluating GHG emissions from land use development projects, as discussed

above. The replacement of URBEMIS with CalEEMod, as well as the new threshold and guidance recommended by SMAQMD, do not constitute "new information" as defined in CEQA Guidelines Section 15162, and information concerning impacts from GHGs was known at the time the FPASP EIR/EIS was prepared and modeling methodologies similar to what is now used were available to estimate emissions.

Impact 3A.4-2 of the FPASP EIR/EIS determined that although future regulations would likely reduce project-generated GHGs, the quantity and effectiveness of such GHG reductions was uncertain and reduction measures promulgated under AB 32 may not be sufficient to achieve CARB's recommended 30 percent reduction from business-as-usual emissions levels projected for 2020 or the CO₂e per service population per year (CO₂e/SP/year) goals of 4.36 CO₂e/SP/year for development before 2020 and 3.68 CO₂e/SP/year for development before 2030. Implementation of Mitigation Measures 3A.4-2a and 3A.4-2b requires the implementation of all feasible GHG reduction measures known at the time of the EIR/EIS. However, the EIR/EIS concluded that the attainment of the applicable GHG reduction goal was still uncertain, and therefore, impacts related to GHG reductions would be significant and unavoidable.

Land use changes included under the project would result in a similar land-use intensity as previously evaluated in the FPASP EIR/EIS. The following land use types and quantities were adopted under the FPASP for the Alder Creek Apartments site:

- ▶ Multi-Family Low Density (MLD): 58 dwelling units
- ▶ Multi-Family High Density (MHD): 145 dwelling units

The following land use types and quantities were adopted under the FPASP for the area outside the Alder Creek Apartments site:

- ▶ Mixed Use (MU): 346 dwelling units
- ▶ Total Project area: 546 dwelling units

Land use changes proposed as part of the project would result in the following land uses and densities for the Alder Creek Apartments site:

- ▶ Multi-Family High Density (MHD): 265 dwelling units

Land use changes proposed as part of the project would result in the following land uses and densities for the area outside the Alder Creek Apartments site:

- ▶ Mixed Use (MU): 281 dwelling units
- ▶ Total Project area: 546 dwelling units

The project would result in an increase of 120 multi-family high-density units, and a decrease of 58 multi-family medium density units at the Alder Creek Apartments site. This reduction of 58 medium density dwelling units and increase of 120 high density dwelling units would be offset through development density transfers to areas outside the Alder Creek Apartments site. With the proposed development density transfers, the project would result in a no net change in dwelling units, population, or gross FPASP area.

In compliance with Mitigation Measure 3A.4-2a of the EIR/EIS, long-term operational emissions of GHGs were calculated using CalEEMod Version 2016.3.2 software, as recommended by SMAQMD. Adjustments were also made to the SMUD GHG intensity factors based on the SB 100 California Renewables Portfolio Standard (RPS) program. As construction of the project would be completed by 2024, the SB 100 target of 44 percent of total retail electricity sales in California deriving from eligible renewable energy resources was used to adjust the GHG intensity factors. Additionally, considering the CEC's 2019 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6), newly built multi-family homes will use about 7 percent less energy due to energy efficiency measures compared to those built under the 2016 standard, which will also result in reduced GHG emissions. Finally, the 2019 standards require the use of low-flow indoor water fixtures in all new residential housing and that 100 percent of electricity consumption demands will be met by on-site solar photovoltaic systems. Compliance with all 2019 energy standard requirements was assumed when adjusting parameters in the CalEEMod model.

In the final analysis after adjustments, operational GHG emissions were calculated to be 1,510 MT-CO₂e/year for the Alder Creek Apartments site. The project would not result in a higher land use intensity, an increase in unit development, land use acreage, vehicle miles traveled, or construction equipment for the FPASP area. Although energy consumption and GHG emissions associated with electricity use would differ between MHD, MLD, and MU land uses, the total number of units of MHD, MLD, and MU in the FPASP would not change; therefore, energy consumption and associated GHG emissions would not increase over what was previously evaluated. Additionally, as discussed above, the project would comply with Title 24 requirements, which were updated in 2019 and include renewable energy and energy efficiency requirements, and thus would result in lesser impacts than those assumed under the FPASP EIR/EIS. Further, the project does not change the land use type (i.e., residential) from what was previously evaluated, and therefore, vehicle-related emissions would not be anticipated to increase. For these reasons, it is determined that the project would not result in more severe impacts with respect to its contribution of GHG emissions or result in an increase in GHG emissions per service population in comparison to emissions quantified for the FPASP. Operation of the Alder Creek Apartments site would not result in any new circumstances involving new significant impacts or substantially more severe impacts related to GHG emissions than were identified in the FPASP EIR/EIS.

The analysis under Impact 3A.4-2 of the FPASP EIR/EIS determined that the FPASP would result in the loss of blue oak woodland and individual oak trees, which are a form of carbon storage and sequester carbon from the atmosphere. Therefore, the applicant still must fulfill the requirements of Mitigation Measure 3A.4-2b in the FPASP EIR/EIS. Mitigation Measure 3A.4-2b requires the applicant to participate in and implement an urban and community forestry program and/or off-site tree program to off-set loss in carbon sequestration associated with any removal of onsite trees. The conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts.

Consistency with an Applicable Greenhouse Gas Emissions Reduction Plan

As discussed in (a), above, the types and amount of GHG-generating construction activity, as well as the reductions resulting from required mitigation, would generally be the same under the project as the approved FPASP for the Alder Creek Apartments site. The project would not result in any new circumstances involving new significant impacts or substantially more severe impacts pertaining to construction-generated GHG emissions than were identified in the FPASP EIR/EIS.

As discussed in (a), above, the project would have no net change in dwelling units, would not result in increased land use intensity, would not change FPASP total daily traffic, and would comply with more stringent regulations related to GHG reductions than previously evaluated in the FPASP EIR/EIS. Therefore, operational GHG emissions under the project would not conflict with GHG reduction targets or conflict with the AB 32 Scoping Plan beyond impacts previously evaluated in the FPASP EIR/EIS. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts.

MITIGATION MEASURES

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.4-1: Implement Additional Measures to Control Construction-Generated GHG Emissions
- ▶ Mitigation Measure 3A.4-2a: Implement Additional Measures to Reduce Operational GHG Emissions
- ▶ Mitigation Measure 3A.4-2b: Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees

CONCLUSION

This report updates the environmental setting addressing GHG's and provides additional project-level GHG analysis. While the updated information and the project-specific analyses provide additional detail for the project site, the proposed amendment to the FPASP would not result in new or substantially more severe significant impacts to greenhouse gases. Additionally, there are no substantial changes in circumstances or new information of substantial importance related to GHGs. Therefore, the conclusions of the EIR/EIS remain valid.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in the EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
9. Hazards and Hazardous Materials. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Setting pp. 3A.8-11, 3A.8-12 Impact 3A.8-1	No	No	NA
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	Setting p. 3A.8-13 Impact 3A.8-2	No	No	Yes
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Setting p. 3A.8-13 Impact 3A.8-2	No	No	Yes
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?	Setting p. 3A.8-2 to 3A.8-9 Impact 3A.8-3	No	No	Yes
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 or excessive noise for people residing or working in the project area?	Setting p. 3A.8-18 No Impact	No	No	NA
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Setting p. 3A.8-14 Impact 3A.8-4	No	No	NA
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Setting pp. 3A.8-18, 3A.8-19 No Impact	No	No	NA
h. Create a significant hazard to the public through use of explosive materials in grading or earth-moving activities?	Setting pp. 3A.8-13, 3A.8-14 Impact 3A.8-5	No	No	Yes
i. Expose project residents to excessive electrical or magnetic fields?	Setting pp. 3A.8-7, 3A.8-11, 3A.8-12, 3A.8-13, 3A.8-15 Impact 3A.8-6	No	No	Yes
j. Create public health hazards from increased exposure to mosquitoes by providing substantial new habitat for mosquitoes or other vectors?	Setting pp. 3A.8-10, 3A.8-15 Impact 3A.8-7	No	No	Yes

4.9.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Safety and Noise Element

GOAL SN 1.1 Maintain an effective response to emergencies, provide support and aid in a crisis and repair and rebuild after a crisis.

- ▶ **SN 1.1.1 Emergency Operations Plan:** Develop, maintain, and implement an Emergency Operations Plan that addresses life and safety protection, medical care, incident stabilization, property conservation, evacuation, escape routes (including back-up escape routes), mutual aid agreements, temporary housing, and communications.
- ▶ **SN 1.1.3 Cooperation:** Coordinate with emergency response agencies, school districts, utilities, relevant nonprofits, and business interests to ensure a coordinated response to and recovery from a disaster.
- ▶ **SN 1.1.4 Multi-Hazard Mitigation Plan:** Maintain on-going hazard assessment as part of the Sacramento County Multi-Hazard Mitigation Plan within the city.

GOAL SN 2.1 Reduce risks and minimize impacts to the community from earthquakes and geologic hazards.

- ▶ **SN 2.1.3 Asbestos:** Require new development projects in areas containing naturally-occurring asbestos to mitigate the hazards associated with asbestos consistent with State Law.

GOAL SN 5.1 Protect the health and welfare of the residents of Folsom through the management and regulation of hazardous materials in a manner that focuses on preventing problems.

- ▶ **SN 5.1.1 Hazardous Materials Management System:** Coordinate with industry, community groups, and government agencies to maintain and implement an effective, workable, and fair hazardous materials management system.
- ▶ **SN 5.1.3 Workplace Safety:** Encourage the effective implementation of workplace safety regulations and assure that hazardous material information is available to users and employees.
- ▶ **SN 5.1.4 Transport of Hazardous Materials:** Strive to protect residents and sensitive facilities from avoidable incidents in the transportation of hazardous materials in the county.

No other changes in the environmental and regulatory settings related to hazards and hazardous materials, described in EIR/EIS Section 3A.8 Hazards and Hazardous Materials – Land, have occurred since certification of the EIR/EIS in 2011. The EIR/EIS included three criteria that are not included in the current Appendix G of the CEQA guidelines, these criteria are addressed below.

IMPACT DISCUSSION

A project-specific Phase 1 Environmental Site Assessment (ESA) was prepared in 2017 by Wallace Kuhl & Associates, see Appendix D. The ESA prepared by Wallace Kuhl & Associates used the Phase 1 Environmental Site Assessment prepared for the FPASP EIR/EIS as well as other records and interviews to confirm the lack of hazards on the project site. The ESA concluded that no identified hazards existing on the project site (Wallace Kuhl & Associates 2017). The types of activities occurring on the site related to hazardous materials would be the same as those analyzed in the FPASP EIR/EIS and the same land area would be developed. The FPASP EIR/EIS explains how the project would be

required by law to implement and comply with existing hazardous material regulations. This project would not change that requirement.

The nearest airport, Sacramento Mather Airport, is located approximately seven miles southwest of the FPASP. Therefore, impacts related to airport or private airfield safety were not discussed in the EIR/EIS. No new airports have been developed near the project area. Implementation of the project would not conflict with any adopted emergency response or evacuation plans. As described on page 3A.8-18 of the EIR/EIS, the FPASP was not located in an area with significant risk related to wildland fires and no detailed analysis related to this topic was evaluated. No changes to the location of the project have occurred and no changes to the risks from wildfires has occurred since approval of the FPASP. In addition, no changes related to electrical transmission lines or mosquito-borne health hazards have occurred and the project would comply with all applicable mitigation measures.

Nothing about the project would alter the analysis of hazards and hazardous materials in the FPASP EIR/EIS. No new or substantially more severe hazardous materials impacts would occur.

MITIGATION MEASURES

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project was approved.

- ▶ Mitigation Measure 3A.8-5: Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster
- ▶ Mitigation Measure 3A.8-6: Prudent Avoidance and Notification of EMF Exposure
- ▶ Mitigation Measure 3A.8-7: Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District

CONCLUSION

No substantial changes in circumstances or the project related to hazards and hazardous materials have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts. No additional analysis is required.

4.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
10. Hydrology and Water Quality. Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Setting pp. A.9-10 to 3A.9-23 Impacts 3A.9-1 and 3A.9-3	No	No	Yes
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Setting pp. 3A.9-5 to 3A.9-6 Impact 3A.9-6	No	No	NA
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Setting pp. 3A.9-1 to 3A.9-5 Impacts 3A.9-1, 3A.9-2, 3A.9-3 and 3A.9-5	No	No	Yes
i. Result in substantial erosion or siltation on- or off-site;				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or				
iv. impede or redirect flood flows?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Setting pp. 3A.7-5 and 3A.9-20 Impact 3A.9-4	No	No	Yes
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Setting pp. 3A.9-5 to 3A.9-9 Impacts 3A.9-1, 3A.9-3 and 3A.9-6	No	No	Yes

4.10.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Natural and Cultural Resources Element

GOAL NCR 4.1 Preserve and protect water quality in the city's natural water bodies, drainage systems, and groundwater basin.

- ▶ **NCR 4.1.1 Water Quality:** Ensure the quality of drinking water meets City, State, and Federal standards.
- ▶ **NCR 4.1.2 Community Education:** Consistent with requirements of stormwater quality permits, educate community members on the importance of water quality and the role streams and watersheds play in ensuring water quality.
- ▶ **NCR 4.1.3 Protection:** Ensure the protection of riparian corridors, buffer zones, wetlands, and undeveloped open space areas to help protect water quality.
- ▶ **NCR 4.1.5 New Development:** Require new development to protect natural drainage systems through site design, runoff reduction measures, and on-site water treatment (e.g., bioswales).
- ▶ **NCR 4.1.6 Low-Impact Development:** Require new development to protect the quality of water resources and natural drainage systems through site design, source controls, runoff reduction measures, BMPs, and Low-Impact Development (LID).

Public Facilities and Services Element

GOAL PFS 3.1 Maintain the City's water system to meet the needs of existing and future development while improving water system efficiency.

- ▶ **PFS 3.1.6 Water Quality:** Ensure the provision of healthy, safe water for all users in Folsom through facilities, policies, programs, and regulations.

GOAL PFS 5.1 Ensure adequate flood control and stormwater drainage.

- ▶ **PFS 5.1.1 Maintain Adequate Storm Drainage:** Develop and maintain an adequate storm drainage system.
- ▶ **PFS 5.1.3 Urban Runoff:** Strive to reduce the amount of urban runoff and seek to capture and treat runoff before it enters streams, lakes, and rivers, applicable only to new development.
- ▶ **PFS 5.1.4 Green Stormwater Infrastructure:** Encourage "green infrastructure" design and LID techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to preserve and create open space and improve runoff water quality.

Safety and Noise Element

GOAL SN 3.1 Minimize the risk of flooding hazards to people, property, and the environment,

- ▶ **SN 3.1.1 200-Year Floodway:** Regulate new development or construction within the 200-year floodway to assure that the water flows upstream and downstream from the new development or construction will not be altered from existing levels.
- ▶ **SN 3.1.4 Flood Control Costs:** Minimize new development in the 200-year floodway to reduce the long-term public costs of building and maintaining flood control improvements, as required by FEMA and State law.
- ▶ **SN 3.1.5 Agency Coordination:** Coordinate with local, regional, State, and Federal agencies with responsibility for flood management to minimize flood hazards and improve safety.

No substantial change in the environmental and regulatory settings related to hydrology and water quality, described in EIR/EIS Section 3A.9 Hydrology and Water Quality – Land, has occurred since certification of the EIR/EIS in 2011.

IMPACT DISCUSSION

The EIR/EIS addressed water quality impacts related to the approved FPASP in Section 3A.9, Hydrology and Water Quality. As described in Impacts 3A.9-1 and 3A.9-3, the FPASP could result in significant impacts to water quality because of soil disturbance during construction and alteration of water flows over the site. Implementation of Mitigation Measures 3A.9-1 and 3A.9-3 would reduce the impacts to a less-than-significant level by requiring a project-specific stormwater water quality maintenance plan and water quality maintenance plan. The project would continue to comply with mitigation requirements outlined in the adopted mitigation for the FPASP to reduce potential water quality

impacts from grading and construction activities. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

The EIR/EIS addressed the FPASP's effect on groundwater recharge in Impact 3A.9-6. As described in this impact, the FPASP area experiences poor natural groundwater recharge and implementation of the FPASP would introduce new impervious surfaces. Most substantial recharge would occur along active stream channels. Impact 3A.9-6 concluded that the impact on groundwater recharge would be less-than-significant because those areas within the FPASP that are most conducive to groundwater recharge (e.g., the Alder Creek stream and tributary corridors) would generally be maintained in open space and as retention basins. Furthermore, no new wells would be established for domestic use, and increased seasonal groundwater recharge from landscape irrigation activities would occur. The project would not substantially change development patterns and the area of impermeable surfaces from that approved in the FPASP. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

As discussed in Impact 3A.9-1, 3A.9-2, and 3A.9-3 of the FPASP EIR/EIS, development of the FPASP could alter existing drainage patterns and increase surface runoff thereby resulting in the potential for soil erosion, sedimentation, flooding, and runoff pollution. Implementation of Mitigation Measures 3A.9-1, 3A.9-2, and 3A.9-3 would require a project-specific storm water pollution prevention plan, final drainage plan, and water quality maintenance plan to reduce impacts related to drainage to a less-than-significant level. The project would not result in substantial changes to the drainage patterns beyond those anticipated in the FPASP. The project would comply with Mitigation Measures 3A.9-1, 3A.9-2 and 3A.9-3. Therefore, there would be no new significant impacts or substantially more severe impacts. The findings of the certified EIR/EIS remain valid and no further analysis is required.

The FPASP including the project site is not located in an area prone to seiches, tsunamis, or mudflows. However, as described in Impact 3A.9-4, there is some potentially significant risk of flooding because of the failure of a dam upstream of the FPASP. Mitigation Measure 3A.9-4 would reduce this risk to a less-than-significant level by requiring the applicant to inspect and evaluate existing dams within and upstream of the project site and make improvements if necessary. This mitigation would continue to apply to the project. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

As described in Impact 3A.9-6, development of the FPASP would result in an increase in impervious surfaces. Development under the project would include the same land use types and similar intensities as previously evaluated under the FPASP. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if project were approved.

- ▶ Mitigation Measure 3A.9-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs
- ▶ Mitigation Measure 3A.9-2: Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans
- ▶ Mitigation Measure 3A.9-3: Develop and Implement a BMP and Water Quality Maintenance Plan
- ▶ Mitigation Measure 3A.9-4: Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been found requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the proposed amendment to the FPASP would not result in new or substantially more severe significant impacts to hydrology and water quality.

4.11 LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
11. Land Use and Planning. Would the project:				
a. Physically divide an established community?	Setting p. 3A.10-1 No Impact	No	No	NA
b. Create a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Setting pp. 3A.10-4 to 3A.10-28 Impacts 3A.10-1 and 3A.10-2	No	No	NA

4.11.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Land Use Element

GOAL LU 1.1 Retain and enhance Folsom's quality of life, unique identity, and sense of community while continuing to grow and change.

- ▶ **LU 1.1.2 Land Use Cooperation:** Coordinate with Sacramento, Placer, and El Dorado Counties, as well as the SACOG and Sacramento Local Agency Formation Commission (LAFCo), on land use decisions that may impact Folsom.
- ▶ **LU 1.1.6 Compact Development Patterns:** Encourage compact development patterns that support walking, bicycling, transit usage, and more efficient use of land.
- ▶ **LU 1.1.7 Concentrated Development:** Allow project applicants to concentrate the proposed development on a portion of the site through the clustering of buildings to encourage the preservation of open spaces, cultural resources, and natural features of the landscape.
- ▶ **LU 1.1.8 Preserve Natural Assets:** Maintain the existing natural vegetation, landscape features, open space, and viewsheds in the design of new developments.
- ▶ **LU 1.1.13 Sustainable Building Practices:** Promote and, where appropriate, require sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water and other resources; facilitate natural ventilation; use daylight effectively; and are healthy, safe, comfortable, and durable.
- ▶ **LU 1.1.15 SACOG Blueprint Principles:** Strive to adhere to the Sacramento Regional Blueprint Growth Principles (see Appendix B of the Folsom 2035 General Plan).
- ▶ **LU 1.1.16 Community Engagement in the Planning Process:** Engage the community in the planning process. Ensure the public has access to accurate and timely information and has convenient and meaningful ways to contribute ideas.

GOAL LU 2.1 Develop and support thriving urban centers that serve as community gathering places.

- ▶ **LU 2.1.3 South of 50 Town Center:** Encourage the establishment of a town center south of Highway 50 that serves as a community gathering place. The town center should be easily accessible by all modes of transportation and have a fine-grained mix of uses, including retail, service, residential, public, entertainment, and recreation uses that creates a walkable environment.

GOAL LU 3.1 Encourage mixed-use development projects that create vibrant, walkable districts.

- ▶ **LU 3.1.1 Mixed-Use Nodes:** Encourage mixed-use development in nodes located at major intersections that include housing, open space, and offices. This development pattern should reflect best practices in mixed-use development, in contrast to strip retail developments along corridors.
- ▶ **LU 3.1.2 Districts and Corridors:** Encourage development of diverse mixed-use districts and corridors that address different community needs and market sectors, provide a variety of housing opportunities, and create distinct and unique areas of the city.
- ▶ **LU 3.1.3 Mixed-Use Design:** Encourage mixed-use developments to limit the number of access driveways, minimize building setbacks, and require active edges on ground floor spaces adjacent to sidewalks.
- ▶ **LU 3.1.4 Compatibility with Adjoining Uses:** Encourage development and redevelopment of higher-density mixed-use development within districts and along corridors to be compatible with adjacent land uses, particularly residential uses.

GOAL LU 6.1 Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

- ▶ **LU 6.1.1 Complete Neighborhoods:** Encourage the establishment of “complete neighborhoods” that integrate schools, childcare centers, parks, shopping and employment centers, and other amenities.
- ▶ **LU 6.1.3 Efficiency Through Density:** Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments.
- ▶ **LU 6.1.4 Open Space in Residential Developments:** Require open space in each residential development except the following: developments located within a Specific Plan Area that has already dedicated open space, on multifamily parcels of less than 10 acres and, or parcels of less than 20 acres for single family uses surrounded by existing development. Open space includes parklands, common areas, landscaped areas, paths and trails, and plazas. Open space does not include areas devoted to vehicle parking, streets, and landscaped streetscapes. To achieve the open space guidelines, a developer may be allowed to group the homes at smaller lot sizes around shared open space features, as long as the average gross density does not increase.
- ▶ **LU 6.1.5 Off-Street Parking:** Require sufficient off-street parking for residents be included in the design of all residential projects. Off-street parking for guests shall be included in the design of all multifamily projects. The City shall allow for reduced parking requirements for high-density residential and mixed-use developments near transit stations.
- ▶ **LU 6.1.6 Senior and Convalescent Housing:** Encourage the development of independent living, assisted living, and convalescent housing facilities that provide health care for seniors. Proposed facilities shall be evaluated based on the location and impacts on services and neighboring properties, and not on a density basis. Independent living facilities should be located in walkable environments to improve the health and access of residents.
- ▶ **LU 6.1.7 Residential Densities in Area Plans and Specific Plans:** Allow residential densities within an area plan or specific plan to vary, provided that the overall dwelling unit buildout within the plan area shall not exceed that authorized by the General Plan.

GOAL LU 7.1 Provide for a commercial base of the city to encourage a strong tax base, more jobs within the city, a greater variety of goods and services, and businesses compatible with Folsom's quality of life.

- ▶ **LU 7.1.3 Commercial Expansion:** Support the expansion of Folsom's commercial sector to meet the needs of Folsom residents, employees, and visitors.
- ▶ **LU 7.1.4 "Strip" Commercial Uses:** Prohibit new "strip" center development patterns along arterial streets. Strip centers are characterized by low-density commercial frontage with parking in front of the building and multiple access driveways.
- ▶ **LU 7.1.5 Open Space:** Require all commercial development and commercial portions of mixed-use development to contain at least 10 percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots. Developments in mixed-use designations in the FPASP shall provide at least five percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots.
- ▶ **LU 7.1.6 Regional Commercial Centers:** Require regional commercial centers to be located close and accessible to U.S. Highway 50, preferably near an interchange.
- ▶ **LU 7.1.7 Hotels:** Encourage the development of hotels and related convention facilities within commercial and mixed-use districts, with an emphasis on high-quality development

GOAL LU 8.1 Encourage, facilitate, and support the location of office, creative industry, technology, and industrial uses and retention of existing industry in appropriate locations.

- ▶ **LU 8.1.1 Industrial Expansion:** Promote and assist in the maintenance and expansion of Folsom's employment sector in areas where services are readily available, including: adequate water, wastewater, and storm drainage facilities as well as easy access to multiple modes of transportation.
- ▶ **LU 8.1.2 Small-Scale Industrial:** Ensure the Zoning Ordinance allows opportunities for small-scale industrial and service commercial uses (e.g., auto repair) while considering impacts on nearby residential neighborhoods.
- ▶ **LU 8.1.3 Clusters:** Encourage complementary businesses and businesses from the same industry to locate in Folsom. These business clusters will benefit from shared resources, a pool of skilled employees, secondary support industries, and concentrated marketing efforts.
- ▶ **LU 8.1.4 Adjacent Uses and Access:** Discourage industrial development in locations where access conflicts with neighboring land uses.
- ▶ **LU 8.1.5 Transit:** Encourage new employment uses to locate where they can be easily served by public transit. Transit centers should be incorporated into the project, when appropriate.
- ▶ **LU 8.1.6 Internal Circulation:** Require industrial/office parks be designed with internal circulation and incorporate buffering and landscaped setbacks to minimize potential adverse impacts on adjacent land uses.

GOAL LU 9.1 Encourage community design that results in a distinctive, high-quality built environment with a character that creates memorable places and enriches the quality of life of Folsom's residents.

- ▶ **LU 9.1.4 Gateways:** Continue to establish key gateways to Folsom through landscape design, appropriately-scaled signage, building form, and historic themes to create a unique sense of place.
- ▶ **LU 9.1.5 Pedestrian-Friendly Entrances:** Encourage automobile-oriented business districts to provide clear and legible entry features, connected by pedestrian-friendly walkways.
- ▶ **LU 9.1.6 Community Beautification:** Encourage the landscaping of public rights-of-way and planting of street trees to beautify Folsom consistent with water-wise policies.
- ▶ **LU 9.1.7 District Identity:** Encourage efforts to establish and promote district identities (e.g., urban centers, East Bidwell Street) through the use of signage, wayfinding signage, streetscape and building design standards, advertising, and site-specific historic themes.

- ▶ **LU 9.1.8 Cool Paving:** Identify opportunities to use cool paving materials and consider the use of permeable pavement for streets and trails, where feasible.
- ▶ **LU 9.1.9 Passive Solar Access:** Ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize passive solar access.
- ▶ **LU 9.1.10 Renewable and Alternative Energy Generation Systems:** Require the use of solar, wind, or other on-site renewable energy generation systems as part of the design of new planned developments.

No other substantial change in the environmental and regulatory settings related to land use and planning, described in EIR/EIS Section 3A.10 under Land Use and Agricultural Resources and Section 3A.3 under Biological Resources, has occurred since certification of the EIR/EIS in 2011.

IMPACT DISCUSSION

As discussed in the EIR/EIS on page 3A.10-29, the FPASP is located in an area which consists of livestock grazing lands and would not divide an existing community. No changes in development at the site have occurred since approval of the FPASP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Impacts 3A.10-1 and 3A.10-2 in the EIR/EIS address consistency of the then-proposed FPASP with Sacramento LAFCo Guidelines and the SACOG Sacramento Region Blueprint. The LAFCo Guidelines were relevant because the FPASP area was required to be annexed into the City. Since the adoption of the FPASP, the area was annexed into the City and this impact discussion is no longer relevant.

As discussed on page 3A.10-39 of the Draft EIR/EIS, the FPASP was found to be consistent with the SACOG Sacramento Region Preferred Blueprint Scenario. As stated in Impact 3A.10-2, the FPASP provides fewer dwelling units than what is identified in the Blueprint. The project would not result in a change in housing units for the entire FPASP area. The project would continue to be consistent with the smart growth principles within the SACOG Sacramento Region Blueprint.

This project includes an amendment to the adopted FPASP to allow for density transfers within the plan area. The project would allow for construction of the same total number of units on the same total acreage of the FPASP and would only involve a shift in the permitted residential densities between parcels upon which the FPASP already contemplated some level of multi-family residential development. The project would remain consistent with the community vision, design framework, and planning principles. The changes to the land uses and backbone infrastructure would be evaluated and, if approved, the FPASP will be amended to include the changes. The environmental effects of which are evaluated throughout this document (refer to Sections 4.1 through 4.10 and Section 4.12 through 4.19). Because the project includes amending the FPASP, and the project remains consistent with other applicable plans and policies, impacts would be less than significant. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

In addition, the FPASP EIR/EIS determined that the FPASP would not have an impact on the SSHCP because the SSHCP was not adopted (as of 2011) and that the SPA is not within the SSHCP plan area (pages 3A.3-93 to 3A.3-94 of the FPASP EIR/EIS). The SSHCP has since been adopted; however, the FPASP area is still not included within the SSHCP plan area. Therefore, there would be no new significant impact or substantially more severe impact.

MITIGATION MEASURES

There were no mitigation measures included in the EIR/EIS for this topic. No additional mitigation measures are required for the project for this issue.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to land use and planning.

4.12 MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
12. 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 the residents of the state?	Setting pp. 3A.7-12 and 3A.7-13 Impacts 3A.7-8, 3A.7-9	No	No	Yes
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?	Setting pp. 3A.7-12 and 3A.7-13 Impacts 3A.7-8, 3A.7-9	No	No	NA

4.12.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. There are no goals and policies in the Folsom 2035 General Plan related to mineral resources. No change in the environmental and regulatory settings related to mineral resources, described in EIR/EIS Section 3A.7, Geology, Soils, Minerals, and Paleontological Resources has occurred since certification of the EIR in 2011.

IMPACT DISCUSSION

As described in Impacts 3A.7-8 and 3A.7-9, the FPASP area contains mineral resource zones for construction aggregate and kaolin clay. While the EIR/EIS found that the possible loss of the construction aggregate would be a less-than-significant impact, the possible loss of kaolin clay was determined to be potentially significant because it is unknown whether there could be an economically valuable deposit of kaolin clay that would be lost with development of the FPASP. While Mitigation Measure 3A.7-9 was included to determine if economically valuable mineral resources are present, they would still be lost because of development in areas of the FPASP with potential kaolin clay deposits. The impact was concluded to remain potentially significant and unavoidable. Here, the project site is not located in the area with potential kaolin clay resources. Therefore, the project would have no impact on kaolin clay resources and impacts on construction aggregate would remain less than significant. Therefore, there are no new significant impacts or substantially more severe impacts and the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

None required for the project.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to mineral resources.

4.13 NOISE

Environmental Issue Area	Where Impact Was Analyzed in the DEIR/DEIS.	Any New Circumstances Involving New or Substantially More Severe Significant Impacts?	Any Substantially Important New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents' Mitigations Address/Resolve Impacts?
13. Noise. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Setting p. 3A.11-5 to 3A.11-17 Impacts 3A.11-4, 3A.11-5, and 3A.11-7	No	Yes	Yes, mitigation has been updated
b. Generation of excessive groundborne vibration or groundborne noise levels?	Setting p. 3A.11-4 Impact 3A.11-3	No	No	NA
c. For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Setting pp. 3A.11-5, 3A.11-10, 3A.11-11 Impact 3A.11-6 overflight	No	No	NA

4.13.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Safety and Noise Element

GOAL SN 6.1 Protect the citizens of Folsom from the harmful effects of exposure to excessive noise and to protect the economic base of Folsom by preventing the encroachment of incompatible land uses within areas affected by existing noise-producing uses.

- ▶ **SN 6.1.1 Noise Mitigation Strategies:** Develop, maintain, and implement strategies to abate and avoid excessive noise exposure in the city by requiring that effective noise mitigation measures be incorporated into the design of new noise-generating and new noise-sensitive land uses.
- ▶ **SN 6.1.2 Noise Mitigation Measures:** Require effective noise mitigation for new development of residential or other noise sensitive land uses to reduce noise levels as follows:
 1. For noise due to traffic on public roadways, railroad line operations, and aircraft: achieve compliance with the performance standards within Table SN-1 [presented as Table 4-2 in this document].
 2. For non-transportation-related noise sources: achieve compliance with the performance standards contained within Table SN-2 [presented as Table 4-3 in this document].
 3. If compliance with the adopted standards and policies of the Safety and Noise Element will not be achieved even with feasible mitigation measures, a statement of overriding considerations for the project must be provided.

Table 4-2 Noise Compatibility Standards

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

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

CNEL = community noise equivalent level; L_{dn} = day-night average noise level; L_{eq} = equivalent continuous sound level; dB = decibels

- ^a. Outdoor activity areas for residential developments are considered to be the back yard patios or decks of single-family residential units, and the patios or common areas where people generally congregate for multi-family development. Outdoor activity areas for nonresidential developments are considered to be those common areas where people generally congregate, including outdoor seating areas. Where the location of outdoor activity areas is unknown, the exterior noise standard shall be applied to the property line of the receiving land use.
- ^b. As determined for a typical worst-case hour during periods of use.
- ^c. Where it is not possible to reduce noise in outdoor activity areas to 60 dB, L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 65 dB, L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.
- ^d. Where it is not possible to reduce noise in outdoor activity areas to 65 dB, L_{dn}/CNEL or less using a practical application of the best-available noise reduction measures, an exterior level of up to 70 dB, L_{dn}/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Source: City of Folsom 2018:9-11

Table 4-3 Noise Level Standards from Stationary Sources

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

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

L_{eq} = equivalent continuous sound level; dB = decibels

Source: City of Folsom 2018:9-12

- ▶ **SN 6.1.3 Acoustical Analysis:** Require an Acoustical Analysis prior to approval of proposed development of residential or other noise-sensitive land uses in a noise-impacted area.
- ▶ **SN 6.1.4 Noise and Project Review:** Develop, maintain, and implement procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review and building permit processes. The appropriate time for requiring an acoustical analysis would be as early in the project review process as possible so that noise mitigation may be an integral part of the project design.

- ▶ **SN 6.1.5 Automobile Noise:** Encourage the enforcement of the existing section of the California Vehicle Code relating to adequate vehicle mufflers and modified exhaust systems.
- ▶ **SN 6.1.6 Aircraft Noise:** Strive to reduce noise from aircraft travel over Folsom.
- ▶ **SN 6.1.7 Noise Barriers:** If noise barriers are required to achieve the noise level standards contained within this Element, the City shall encourage the use of these standards:
 1. Noise barriers exceeding six feet in height relative to the roadway should incorporate an earth berm so that the total height of the solid portion of the barrier (such as masonry or concrete) does not exceed six feet.
 2. The total height of a noise barrier above roadway elevation should normally be limited to 12 feet.
 3. The noise barriers should be designed so that their appearance is consistent with other noise barriers in the project vicinity.
- ▶ **SN 6.1.8 Vibration Standards:** Require construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria as shown in Table SN-3 [presented as Table 4-4 in this document] Groundborne Vibration Impact Criteria for General Assessment.

Table 4-4 Groundborne Vibration Impact Criteria for General Assessment

Land Use Category	Impact Levels (VdB)		
	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c
Category 1: Buildings where vibration would interfere with interior operations ^d	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Notes: Vibration levels are measured in or near the vibration-sensitive use.

VdB = vibration decibels

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

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

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

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

Source: FTA 2006; City of Folsom 2018:9-13

No other change in the environmental and regulatory settings related to noise and vibration, described in FPASP EIR/EIS Sections 3A.11 Noise – Land, has occurred since certification of the EIR in 2011. No new noise sources have been introduced near the planning area since the FPASP EIR/EIS was prepared.

IMPACT DISCUSSION

Generation of a Substantial Short-Term Increase in Ambient Noise Levels in the Project Vicinity

The FPASP EIR/EIS provides a program-level analysis of short-term exposure of sensitive receptors to increased equipment noise from construction under Impact 3A.11-1. Based on the modeling conducted for the FPASP EIR/EIS, construction noise levels could exceed 55 decibels (dB) Leq within 850 feet of an activity center (e.g., the acoustical center of areas where construction activities are focused). During nighttime hours, the modeling also estimated construction noise levels could exceed 50 and 45 dB Leq within 1,300, and 2,000 feet of the activity centers, respectively. Implementation of Mitigation Measure 3A.11-1 would reduce noise levels generated from construction

activities; however, the construction of off-site elements in El Dorado Hills would fall under the jurisdiction of El Dorado County. Because the timing and implementation of off-site elements could not be controlled by the City or the applicant, impacts would be significant and unavoidable.

Construction activities under the project would require similar types and numbers of equipment operating at similar levels of intensity as already contemplated in the FPASP EIR/EIS. The Enclaves residential development located directly west of the Alder Creek Apartments site is currently under construction and will likely be occupied during project construction. The City's Noise Control Ordinance exempts noise sources associated with construction, provided such activities do not take place before 7 a.m. or after 6 p.m. on any day except Saturday or Sunday, or before 8 a.m. or after 5 p.m. on Saturday or Sunday (City of Folsom Municipal Code Section 8.42.060). Although, noise associated with project construction would largely be exempt, construction activities would occur Monday through Sunday from 7 a.m. to 7 p.m., and therefore, would not always be considered exempt. Noise sources associated with construction of the project would comply with EIR/EIS Mitigation Measure 3A.11-1 and noise-sensitive receptors would not be exposed to construction noise levels that are new or substantially more severe than would occur from under the approved FPASP. Accordingly, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Impact 3A.11-2 of the FPASP EIR/EIS explained that construction of the FPASP would result in additional vehicle trips on the local roadway network from worker commutes and transportation of equipment and materials to construction sites. This analysis determined that additional construction-related vehicles trips would not result in noise level increases greater than 3 dB community noise equivalent level (CNEL) and, therefore, the FPASP EIR/EIS concluded that the short-term increase traffic noise levels due to construction-generated vehicle trips would be a less-than-significant impact.

The number of additional vehicle trips associated with construction activity under the project is not anticipated to be substantially more severe than already analyzed in the FPASP EIR/EIS because the same types of land uses would be developed under the project as contemplated in the EIR/EIS. Thus, this impact would be within the scope of the impact already evaluated in the FPASP EIR/EIS and would also be less than significant. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Generation of a Substantial Long-Term Increase in Ambient Noise Levels in the Project Vicinity

Long-term exposure of sensitive receptors to increased traffic noise levels from operation of the FPASP were analyzed under Impact 3A.11-4 of the FPASP EIR/EIS. Traffic noise level modeling estimates showed that buildout of the FPASP would result in net increases in CNELs along affected roadway segments in comparison to existing no project conditions that range from 6.7 to 10 dB. Traffic noise level increases along many roadway segments were considered substantial because they exceed 3 dB CNEL where existing or projected future traffic noise levels range between 60 and 65 dB CNEL, or 1.5 dB CNEL where existing or projected future traffic noise levels are greater than 65 dB L_{dn} /CNEL. Mitigation Measure 3A.11-4 of the FPASP EIR/EIS required individual project applicants to ensure that specific Sound Transmission Class (STC) ratings are achieved by all noise-sensitive buildings built in the FPASP. Mitigation Measure 3A.11-4 also requires project applicants to conduct a site-specific analysis to determine predicted roadway noise impacts attributable to the project in accordance with adopted City noise standards and implement measures to reduce these impacts. Because the feasibility and effectiveness of mitigation was uncertain at the time the FPASP EIR/EIS was certified, the EIR/EIS concluded this impact to be significant and unavoidable.

In compliance with EIR/EIS Mitigation Measure 3A.11-4, a site-specific analysis was conducted by J.C. Brennan & Associates in 2018 to determine future traffic noise levels at the Alder Creek Apartments site (see Appendix E). Based on future traffic volumes, future residences at the Alder Creek Apartments site would be exposed to exterior noise levels up to 61 dB L_{dn} as shown in Table 4-5 below. The anticipated traffic noise levels would comply with the City's exterior noise level standard of 65 dB L_{dn} for multi-family residential uses.

Table 4-5 Predicted Future Traffic Noise Levels at the Alder Creek Apartments Site

Roadway	Location and Distance from Roadway Centerline	Predicted Exterior Traffic Noise Level, L_{dn} (dB)
Alder Creek Parkway	Building #5 @ 65-feet	61
	Clubhouse / Pool @120-feet	57
Westwood Drive	Building #5 @ 100-feet	58
	Building #4 @ 300-feet	51
	Building #3 @ 100-feet	58

Notes: L_{dn} = day-night average noise level; dB = decibels

Source: Mangini Ranch Phase 2 Subdivision Transportation Impact Study, 2017; J.C. Brennan & Associates, Inc. 2018.

Standard construction practices consistent with the uniform building code typically provide an exterior-to-interior noise level reduction of approximately 25 dBA when air conditioning is included for each unit, which allows residents to close windows for the required acoustical isolation.

Based upon the assumptions of a typical exterior to interior noise level reduction, the project site will comply with an interior noise level standard of 45 dB L_{dn} . This assumes that air conditioning is provided to allow occupants to close windows and doors for the appropriate acoustical isolation. The project would not result in a substantial change in long-term noise levels. Therefore, no new or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Impact 3A.11-5 in the FPASP EIR/EIS discussed the potential impacts of long-term exposure of sensitive receptors, both existing and future, to increased stationary-source noise levels from project operation. The FPASP EIR/EIS required implementation of Mitigation Measure 3A.11-5 to reduce noise from project-generated stationary sources to less-than-significant levels. The project would not result in a substantial change in land uses or development densities in the FPASP and no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Short-Term Exposure of Sensitive Receptors to Potential Groundborne Noise and Vibration from Project Construction

Impacts from potential construction-related short-term groundborne noise and vibration on sensitive receptors were analyzed under Impact 3A.11-3 of the FPASP EIR/EIS. The FPASP EIR/EIS identified bulldozing and blasting activities as the source of maximum groundborne noise and vibration levels that would result from the construction of the FPASP. According to the Federal Transit Administration (FTA), levels associated with the use of a large bulldozer and blasting are 0.089 and 1.13 in/sec peak particle velocity (PPV) (87 and 109 vibration decibels [VdB]) at 25 feet, respectively, as shown in Table 3A.11-17 in the FPASP EIR/EIS. The FPASP EIR/EIS adopted Caltrans-recommended vibration exposure thresholds of 0.2 in/sec PPV for the protection of normal residential buildings and 0.08 in/sec PPV for the protection of old or historically significant structures (Caltrans 2004:17). In addition, with respect to prevention of human disturbance, bulldozing and blasting could exceed the FTA-recommended level of 78 VdB within 50 and 275 feet, respectively.

The analysis determined that, although bulldozing activities would not exceed the Caltrans-recommended thresholds for residential buildings, any blasting performed within 80 feet of a receptor could exceed the vibration threshold. Implementation of Mitigation Measure 3A.11-3 would reduce impacts related to groundborne vibration and groundborne noise; however, some off-site elements are not under the jurisdiction of the City. Therefore, direct impacts would be significant and unavoidable.

Construction of the land uses in the project would require similar types of equipment and activities of similar intensity as evaluated under Impact 3A.11-3 in the FPASP EIR/EIS. The project-specific geotechnical investigation found that blasters may be required for construction of the Alder Creek Apartments site. The closest sensitive receptors to the Alder Creek Apartments site are multi-family homes located directly west of the site, across Westwood Drive. The project would implement Mitigation Measure 3A.11-3. No new or substantially more severe impacts would occur from construction-generated groundborne vibration or groundborne noise as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

Noise Impacts Associated with Airports

As stated in the FPASP EIR/EIS the FPASP area is not located within two miles of a public, public-use, or private airport. The Mather Airport Master Plan has been updated since the time the FPASP EIR/EIS was prepared. However, the existence of Mather Airport and expectations that it would host increasing levels of aircraft activity were known at the time the FPASP EIR/EIS was written. As a result, The level of expected growth in operations at Mather Airport is not considered a new circumstance involving new or substantially more severe impacts than existed at the time FPASP EIR/EIS was written. In addition, no new private airstrips have been developed within the FPASP area since preparation of the FPASP EIR/EIS and there are no new circumstances or new information requiring new analysis or verification. Therefore, the conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

The following mitigation measures were referenced in the FPASP EIR/EIS analysis and would continue to remain applicable if the project were approved.

- ▶ Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors
- ▶ Mitigation Measure 3A.11-3: Implement Measure to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities
- ▶ Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources

In addition to the mitigation measures in the EIR/EIS (listed above), the project-specific noise study provided the following refinement to the mitigation program that would be required for the project (J.C. Brennan & Associates 2018). These refinements are consistent with the mitigation program outlined in the FPASP EIR/EIS.

Mitigation Measure 4.13-1 Interior Traffic Noise Reduction Measures.

Before building occupancy, the project applicant shall ensure the following construction design features have been implemented.

- ▶ Air conditioning shall be provided to allow occupants to close windows and doors for the appropriate acoustical isolation.

CONCLUSION

While the updated information and the project-specific analyses provide additional detail for the project site and refined mitigation measures for the project have been recommended, this information is consistent with the activities recommended in the mitigation adopted for the FPASP. No new significant or substantially more severe noise impacts would occur with the project. In some cases, based on the refined mitigation program, the noise impacts associated with the project would be reduced compared to the impacts described in the EIR/EIS. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

4.14 POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
14. Population and Housing. Would the Project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Setting pp. 3A.13-1 to 3A.13-6 Impacts 3A.13-1, 3A.13-2	No	No	NA
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Impact 3A.13-3	No	No	NA

4.14.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Land Use Element

GOAL LU 6.1 Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

- ▶ **LU 6.1.1 Complete Neighborhoods:** Encourage the establishment of “complete neighborhoods” that integrate schools, childcare centers, parks, shopping and employment centers, and other amenities.
- ▶ **LU 6.1.8 Home-Based Businesses:** With issuance of a home occupation permit, allow home offices and home-based businesses that are compatible with the character of the residential unit and do not significantly impact the neighborhood.

Housing Element

GOAL H-1: Adequate Land Supply for Housing. To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

- ▶ **Policy H-1.3** The City shall encourage home builders to develop their projects on multi-family-designated land at the high end of the applicable density range.

GOAL H-3: Facilitating Affordable Housing. To facilitate affordable housing opportunities to serve the needs of people who live and work in the community.

- ▶ **Policy H-3.1** The City shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities.

- ▶ **Policy H-3.3** The City shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.
- ▶ **Policy H-3.4** Where appropriate, the City shall use development agreements to assist housing developers in complying with City affordable housing goals.
- ▶ **Policy H-3.5** The City shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.

GOAL H-5: Housing Opportunities for Special Needs Groups To provide a range of housing services for Folsom residents with special needs, including seniors, persons with disabilities, single parents, large families, the homeless, and residents with extremely low incomes.

- ▶ **Policy H-5.1** The City shall strive to ensure adequate and affordable housing for seniors.
- ▶ **Policy H-5.2** The City shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.

No other change in the regulatory settings related to population and housing, described in EIR/EIS Section 3A.13 under Population, Employment and Housing, has occurred since certification of the EIR in 2011. As described in the project description, there would be no net change in the number of dwelling units for the FPASP.

IMPACT DISCUSSION

As described in the EIR/EIS under Impacts 3A.13-1 and 3A.13-2, the FPASP would directly induce population growth through construction of new homes and businesses over the buildout period. Because population growth is not considered in and of itself to be a significant environmental impact, this was concluded to be a less-than-significant impact. The project would result in 62 additional dwelling units at the Alder Creek Apartments site than previously approved under the FPASP. A decrease in housing densities in other sites located in the FPASP area would offset this reduction and there would be no net change in developed acres or number of housing units contemplated in the FPASP. Although the project would replace multi-family low density housing with multi-family high density housing thereby increasing the population at the Alder Creek Apartment sites, density transfers to other sites within the FPASP area would result in no net change to population within the FPASP area. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

As described in Impact 3A.13-3, the FPASP would result in the removal of a single housing unit. This was determined to be a less-than-significant impact. No changes to this condition would occur with implementation of the project and no new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

No mitigation measures were needed for the certified EIR/EIS regarding population and housing. No additional mitigation measures are required for the project for this issue.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to population and housing.

4.15 PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
15. Public Services.				
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, to maintain acceptable service ratios, response times or other performance objectives for any public services:			
i. Fire protection?	Setting pp. 3A.14-1 to 3A.14-2 Impacts 3A.14-1, 3A.14-2, 3A.14-3	No	No	Yes
ii. Police protection?	Setting pp. 3A.14-2 to 3A.14-3 Impact 3A.14-4	No	No	NA
iii. Schools?	Setting pp. 3A.14-3 to 3A.14-5 Impacts 3A.14-5, 3A.14-6	No	No	Yes
iv. Parks?	See below in Section 4.15, Recreation			

4.15.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Safety Element

GOAL SN 1.1 Maintain an effective response to emergencies, provide support and aid in a crises, and repair and rebuild after a crisis.

- ▶ **SN 1.1.1 Emergency Operations Plan:** Develop, maintain, and implement an Emergency Operations Plan that addresses life and safety protection, medical care, incident stabilization, property conservation, evacuation, escape routes (including back-up escape routes), mutual aid agreements, temporary housing, and communications.

GOAL SN 3.1 Minimize the risk of flooding hazards to people, property, and the environment.

- ▶ **SN 3.1.3 Public Facilities:** Require that new critical facilities (e.g., hospitals, emergency command centers, communication facilities, fire stations, police stations) are located outside of 100- and 200-year floodplains, or where such location is not feasible; design the facilities to mitigate potential flood risk to ensure functional operation during a flood event.

Public Facilities and Services

GOAL PFS 2.1 Provide for the educational and literacy needs of Folsom residents.

- ▶ **PFS 2.1.2 School Capacity and Development:** If a new development will not contain a school site, the City shall require applicants of new development to show that a school site has been dedicated, a school site will be dedicated, or a school already exists with capacity to serve the project.
- ▶ **PFS 2.1.3 Adequate Financing:** Coordinate with school districts that serve the city in an effort to ensure adequate financing for new school facilities, including assistance in the collection of school district development fees from new development.
- ▶ **PFS 2.1.5 Library:** Strive to keep library programs and materials relevant, easy to access, and provided in a safe and enjoyable environment.

GOAL PFS 6.1 Maintain a high level of police service as new development occurs to protect residents, visitors, and property.

- ▶ **PFS 6.1.1 Adequate Facilities:** Strive to provide law enforcement facilities, equipment and vehicles, and services to adequately meet the needs of existing and future development.
- ▶ **PFS 6.1.2 Police Response Standards:** Strive to maintain the minimum feasible response times for police calls. The goal for Priority 1 (life threatening) and Priority 2 (crime in progress/just occurred) calls shall be five minutes or less for 90 percent of the calls given the resources available.
- ▶ **PFS 6.1.7 Development Review:** Continue to include the Police Department in the review of development proposals to ensure that projects adequately address crime and safety, and promote the implementation of Crime Prevention through Environmental Design principles.

GOAL PFS 7.1 Prevent loss of life, injury, and property due to wildland and structural fires, while ensuring an adequate level of fire protection service is maintained for all.

- ▶ **PFS 7.1.1 Adequate Facilities and Services:** Strive to provide fire department facilities, equipment and vehicles, and services to adequately meet the needs of existing and future development.
- ▶ **PFS 7.1.2 Fire Response Standards:** Maintain adequate fire suppression response capabilities in all areas of the city consistent with the Fire Service Delivery Plan.
- ▶ **PFS 7.1.4 Optimal Siting:** Require that new fire stations are strategically located to ensure optimal response time and physical barriers are considered in the siting of new stations.
- ▶ **PFS 7.1.5 Fire Flow Requirements:** Ensure that adequate water fire-flow capability is provided throughout the city that conforms to the fire flow requirements of the California Fire Code.
- ▶ **PFS 7.1.6 Inspections:** Ensure the continued compliance of structures with City and State fire and life safety regulations by conducting periodic inspections.
- ▶ **PFS 7.1.7 Built-In Fire Suppression:** Minimize dependence on fire department staff and equipment and improve fire safety by requiring installation of built-in fire suppression equipment in all new buildings in accordance with the California Fire Code.
- ▶ **PFS 7.1.8 New Development:** Require that new development provides all necessary water service, fire hydrants, and roads consistent with Fire Department standards.
- ▶ **PFS 7.1.9 Fire Access Design and Building Materials:** Ensure that fire equipment access is integrated into the design of new developments, as well as the use of fire-resistant landscaping and building materials.

No other change in the environmental and regulatory settings related to public services, described in EIR/EIS Sections 3A.14 under Public Services, has occurred since certification of the EIR/EIS in 2011.

IMPACT DISCUSSION

Impacts 3A.14-1, 3A.14-2, and 3A.14-3 address how the construction of the FPASP would affect emergency response services and create increased demand for fire protection and for fire flow. The EIR/EIS found that there would be a significant impact on emergency response. Implementation of Mitigation Measure 3A.14-1 and Mitigation Measure

3A.14-2 would require traffic control plans during construction and would require that incorporate fire code requirements be incorporated into all plans and submitted for approval to the fire department. The project would not substantially change development densities from those approved in the FPASP and would not result in a larger service area than previously evaluated in the FPASP EIR/EIS. Further, the project would continue to comply with mitigation requirements outlined in the mitigation measures adopted for the FPASP. No new significant impacts or substantially more severe impacts would occur as a result of the project. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

As described in Impact 3A.14-4, applicants would be required to fund and construct sufficient police facilities and personnel to serve the planned development. Per the City Municipal Code Chapter 3, Title 3.80, "Capital Improvement New Construction Fee." Development within the FPASP is responsible to fund the full cost of additional facilities and equipment necessary as a result of project development through payment of the City's capital improvement new construction fees. The impact was determined to be less than significant, and no mitigation was required. The project would not substantially change development densities from those approved in the FPASP and would not result in a larger service area than previously evaluated in the FPASP EIR/EIS. Further, the project would be subject to the same funding requirements for police services. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

As discussed in Impacts 3A.14-5 and 3A.14-6, the applicants would be required to pay school impact fees and would fund all costs associated with school facilities. Because of this, the EIR/EIS concluded that the FPASP's impact to schools would be less than significant and no mitigation is required. The project would be subject to the same school impact fees and funding requirements for school services. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project was approved.

- ▶ Mitigation Measure 3A.14-1: Prepare and Implement a Construction Traffic Control Plan
- ▶ Mitigation Measure 3A.14-2: Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval
- ▶ Mitigation Measure 3A.14-3: Incorporate Fire Flow Requirements into Project Designs

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been found requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts to public services.

4.16 RECREATION

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
16. Recreation.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Setting pp. 3A.12-1 to 3A.12-11 Impacts 3A.12-1, 3A.12-2	No	No	NA
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Setting pp. 3A.12-1 to 3A.12-11 Impact 3A.12-1	No	No	NA

4.16.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Parks and Recreation Element

GOAL PR 1.1 Develop and maintain quality parks that support the diverse needs of the community.

- ▶ **PR 1.1.2 Complete System:** Develop and maintain a robust system of parks, recreation facilities, and open space areas throughout Folsom that provide opportunities for both passive and active recreation.
- ▶ **PR 1.1.3 Park Design:** Develop well-designed parks that enrich and delight park users through innovative and context appropriate design.
- ▶ **PR 1.1.4 Park Acreage Service Level Goal:** Strive to develop and maintain a minimum of five acres of neighborhood and community parks and other recreational facilities/sites per 1,000 population.
- ▶ **PR 1.1.5 Bicycle and Pedestrian Plan Consistency:** Require parks and recreation facilities be consistent with Folsom's Bikeway Master Plan and Pedestrian Master Plan and connect to the bikeway system whenever possible.
- ▶ **PR 1.1.6 Late-Night Park Use:** Develop and maintain parks with night-use capability.
- ▶ **PR 1.1.7 Universal Access:** Require new parks and open spaces be easily accessible to the public, including providing disabled access.
- ▶ **PR 1.1.8 Shade and Hydration:** Ensure water fountains, trees, pavilions, arbors, and canopies are provided in Folsom's parks and playgrounds, as well as along bike paths, trails, and other active transportation corridors, where appropriate and feasible, to provide important safeguards on hot days.
- ▶ **PR 1.1.10 Appropriate Land for Parks:** Land accepted for parks shall not be constrained by drainage, slopes, easements, regulated species/habitats, dense natural vegetation, and/or structures that limit the full recreational use.

- ▶ **PR 1.1.11 Parkland Acreage:** Do not accept easements and designated open space/natural areas as parkland acreage. These areas may be used for parkland; but shall not be credited as parkland under the parkland dedication ordinance.
- ▶ **PR 1.1.12 Neighborhood Parks:** Strive to ensure all neighborhoods, new and established, have parks that serve as community focal points.
- ▶ **PR 1.1.13 Community Gardens:** Encourage community gardens consistent with the Parks and Recreation Master Plan.
- ▶ **PR 1.1.14 Parkways:** Encourage the development of parkways and greenbelts to connect the citywide parks system.

No other change in the regulatory settings related to recreation, described in EIR/EIS Section 3A.12 under Parks and Recreation, has occurred since certification of the EIR/EIS in 2011.

IMPACT DISCUSSION

The EIR/EIS addresses impacts associated with parks and recreation under Impacts 3A.12-1 and 3A.12-2 and determined that the FPASP would meet the City's requirement of 5 acres of parkland per 1,000 residents. The EIR/EIS concluded that the impact to existing parks and facilities would be less than significant and no mitigation was required. Although the project would increase population at the Alder Creek Apartments site, density transfers included in the project would result in no net increase in population in the FPASP area. In addition, the project would provide on-site recreational facilities (i.e. pool and clubhouse) and would not result in any changes to public park and recreation areas. The proposed project would not result in new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

No mitigation measures were identified in the certified EIR/EIS regarding recreation, nor are any additional mitigation measures required the project.

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of project would not result in new or substantially more severe significant impacts to recreation.

4.17 TRANSPORTATION

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
17. Transportation/Traffic. Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Setting pp. 3A.15-1 to 3A.15-24 Page 3A.15-27; Impacts 3A.15-2,	No	No	Yes
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Not addressed	No	No	NA
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Not addressed	No	No	Yes
d. Result in inadequate emergency access?	Discussed under 4.14, Public Services	No	No	Yes

4.17.1 Discussion

The EIR/EIS, certified in 2011, used automobile delay or level of service (LOS) as the primary metric to evaluate the project's CEQA transportation impacts, consistent with industry standards and the City General Plan goals and policies at the time.

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 (Steinberg) into law and started a process to change transportation impact analysis as part of CEQA compliance. SB 743 directed the California Office of Planning and Research ("OPR") to revise the CEQA Guidelines to modify the criteria for determining the significance of transportation impacts to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Section 15064.3 of the CEQA Guidelines, adopted in December 2018, provides that vehicle miles traveled (VMT) is the "most appropriate measure of transportation impacts" and mandates analysis of VMT impacts effective July 1, 2020. LOS, or other measures of automobile delay, are no longer considered significant environmental impacts under CEQA. (Pub. Res. Code, § 21009(b)(2).)

As provided in CEQA Guidelines Section 15007, "amendments to the guidelines apply prospectively only," and CEQA documents must meet the "content requirements in effect when the document was set out for public review," and "shall not need to be revised to conform to any new content requirements in guideline amendments taking effect before the document is finally approved." (CEQA Guidelines, § 15007(c)).

The FPASP EIR/EIS was set out for public review in 2010 and certified in 2011, long before the amendment to the CEQA Guidelines adding VMT as the measure of transportation impacts. In addition, information was known about the impact of VMT on the environment at the time the 2011 FPASP FEIR was prepared; and thus, it could have been evaluated in the transportation chapter of the EIR/EIS at that time. The FPASP EIR/EIS and all subsequent review of projects within the Specific Plan have utilized the LOS threshold of significance for traffic impacts. As directed by Section 15007, the FPASP EIR/EIS does not need to be revised to conform to the new VMT requirements. In addition, the change in law (replacement of the LOS standard with VMT) does not constitute new significant information under CEQA (PRC 21166 or CEQA Guidelines 15162) as it does not constitute a new impact caused by the changes proposed in the project.

The project will shift residential dwelling units among several parcels within the plan area. The transfer of units would not create additional dwelling units or change the FPASP's total off-site trip generation. A small change in VMT would result from changes in travel distance within FPASP (e.g., traveling from parcel 148 rather than parcel 82B-1 to the boundary of FPASP); however, given the relatively short distances between the parcels where the shift of dwelling units will occur and the small number of trips being shifted, the change in net VMT generated would be negligible compared to the FPASP total VMT of 612,800¹.

For these reasons, this section provides the environmental and regulatory setting related to VMT, as well as new analysis of the VMT generated by the project. LOS may be reviewed by the City as part of development review and mitigation measures identified in the EIR/EIS related to LOS may be required by the City as a condition of approval. However, because LOS is no longer considered an appropriate metric for analyzing transportation impacts on the environment, analysis and mitigation measures related to LOS are not included in this discussion.

REGULATORY SETTING

Senate Bill 743

As described above, SB 743, passed in 2013, required OPR to develop new CEQA guidelines that address transportation metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." The updated CEQA Guidelines were adopted on December 28, 2018; and according to the new CEQA Guidelines (Section 15064.3), VMT replaces congestion as the metric for determining transportation impacts. The guidelines state that "[b]eginning July 1, 2020, the provisions of this section shall apply statewide."

City of Folsom 2035 General Plan

The City has completed a general plan update since certification of the FPASP EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines 15162. As discussed above, LOS is no longer considered an appropriate metric for analyzing transportation impacts on the environment; however, LOS may be considered in the City decision making process. Thus, LOS-based policies are included below.

Mobility Element

GOAL M 1.1 Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel that also incorporates emerging transportation technologies and services to increase transportation system efficiency.

- ▶ **M 1.1.1 Complete Streets:** Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods.
- ▶ **M 1.1.2 Adequate Rights-of-Way:** Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall follow City design standards by roadway classification except in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations.
- ▶ **M 1.1.3 Accessibility:** Strive to ensure that all streets are safe and accessible to people with limited mobility and other disabilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act.

¹ Page 3A.2-44 of the FPASP EIR/EIS indicates that the FPASP total daily VMT is estimated to be 612,800.

- ▶ **M 1.1.5 Connected Neighborhoods:** Require the continuation of the street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles.
- ▶ **M 1.1.6 Intermodal Connections:** Provide connections between modes, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots.
- ▶ **M 1.1.7 Transportation System Management:** Require a transportation system management (TSM) program that applies to existing as well as future development and will ensure the assumed reduction in peak hour vehicle trips.
- ▶ **M 1.1.8 Intelligent Transportation Systems (ITS) Master Plan:** Prepare and adopt an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Require that all development projects incorporate ITS infrastructure where feasible and consistent with the City's adopted ITS Master Plan.
- ▶ **M 1.1.9 Transportation Demand Management:** Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city.
- ▶ **M 1.1.10 Facilities for Emerging Technologies:** Assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies.

GOAL M 2.1 Maintain and expand facilities and programs that encourage people to walk and bike in safety and comfort, and support the lifestyle and amenities that Folsom residents value.

- ▶ **M 2.1.1 Pedestrian Master Plan:** Maintain and implement a pedestrian master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.
- ▶ **M 2.1.2 New Sidewalks:** Sidewalks shall be built along all new arterial, collector, and local roads when ultimate street improvements are installed.
- ▶ **M 2.1.3 Pedestrian and Bicycle Linkages in New Development:** Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities.
- ▶ **M 2.1.5 Bikeway Master Plan:** Maintain and implement a bikeway master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.
- ▶ **M 2.1.6 Bicycle Facility Classifications:** Maintain the following classification of bicycle facilities consisting of the following:
 1. Class I bikeways: separated bicycle paths. These will be the preferred bikeway, whenever feasible.
 2. Class II bikeways: bike lanes. These will be required in areas where on-street parking is likely to occur and in all collector and arterial streets where feasible. Such areas would be in the vicinity of apartment complexes and condominium complexes.
 3. Class III bikeways: bike routes. These will be required in low-traffic areas where it is safe for bicycles to share the lane with autos and a class 1 or class 2 facility is not feasible.
 4. Class IV bikeways: bicycle-only paths, or "cycle tracks." These are a version of separated bicycle paths that are designed for and limited to bicycle use only, and include a separation between bikeway and through traffic lanes. These will only be installed in special cases where right-of-way is constricted, or there is other significant need to provide a separate facility for bicycle use.
- ▶ **M 2.1.7 Design Guidelines:** Maintain design guidelines for bicycle facilities that result in the construction of bicycle improvements that are attractive, functional, and accessible.

- ▶ **M 2.1.8 Road Repair:** Consider the impact to bicycle routes when conducting any major repair, alteration, or construction of roads. Alternate routes or other accommodations should be provided as well as any upgrades to City-owned pedestrian facilities to comply with the current standards of the Americans with Disabilities Act (ADA).
- ▶ **M 2.1.10 Bicycle Parking:** Require adequate short- and long-term bicycle parking for all land uses, except for single family and single family high density residential uses.
- ▶ **M 2.1.12 Trail Network:** Develop a continuous, interconnected system of trails and bikeways.
- ▶ **M 2.1.14 Intersections:** Ensure new intersections are designed to safely accommodate pedestrians and bicyclists, along with all other transportation modes.
- ▶ **M 2.1.16 Safe Routes to School:** Encourage the construction of facilities and provision of programs that ensure Folsom children can walk or bike to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs.
- ▶ **M 2.1.17 Pedestrian and Bicycle Overpasses:** Pursue the development of pedestrian and bicycle overpasses in areas with limited connectivity, particularly to connect development north and south of Highway 50.
- ▶ **M 2.1.18 Public Involvement:** Encourage the public to participate in the planning, design, implementation, and maintenance of pedestrian and bicycle facilities and programs.

GOAL M 3.1 Support and maintain a comprehensive, safe, and integrated transit system that responds to the needs of all residents and allow frequent and convenient travel throughout the city and region.

- ▶ **M 3.1.1 Access to Public Transit:** Strive to ensure that all residents have access to safe and convenient public transit options.
- ▶ **M 3.1.2 Transit for Elderly and Persons with Disabilities:** Continue to provide accessible, on-demand transit for the elderly and persons with disabilities.
- ▶ **M 3.1.6 "Hi-Bus" Transit Corridors:** Require sufficient right-of-way for designated Hi-Bus transit corridors that connect to light rail stations, including the planned facility on Easton Valley Parkway, south of Highway 50. The City shall also evaluate the feasibility of Hi-Bus transit in designated "study corridors" and shall give priority to transit uses within the available right-of-way in those study corridors. The City shall coordinate with Regional Transit to provide services in the Hi-Bus corridors.
- ▶ **M 3.1.7 Transit to Key Locations:** Provide Folsom Stage Line transit stops and associated amenities at key destinations in Folsom.

GOAL M 4.1 Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

- ▶ **M 4.1.1 Road Network Hierarchy:** Establish a hierarchy of roads consisting of the following:
 1. Freeways or limited access highways. Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the surface street system as possible. Highway 50 currently meets the definition of a freeway.
 2. Expressways. Allow for moderate- to high-speed travel within the city. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the city. An expressway may contain some grade-separated intersections, but this type of road would mainly be a surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway.
 3. Arterial roads (or major streets). Serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as "mobility," rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood. The city has two types: 1)

"major arterials," which are typically divided four or six-lane roadways, and 2) "minor arterials," which are typically undivided four-lane roadways.

4. Collector (or secondary) roads. Serve to route traffic from local streets within a residential neighborhood or a commercial area to an arterial road. Collector streets would not normally serve as "through" roads for more than one area, but would typically carry higher traffic volumes than local streets. The City has two types: 1) "major collectors," which are typically two-lane roadways with center turn lanes, and 2) "minor collectors," which are typically two-lane roadways without center turn lanes.
 5. Local (or tertiary) roads. Serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.
- ▶ **M 4.1.2 Roadway Maintenance:** Maintain roadways according to industry standards to provide for the safe travel for all users, including pedestrians, bicyclists, drivers, and transit vehicles. The City shall implement a pavement management plan that considers warmer temperatures, heat waves, and urban heat island effects in material selection, and emphasize preventative maintenance to reduce costs associated with frequent road surface replacement.
 - ▶ **M 4.1.3 Level of Service:** Strive to achieve at least a traffic Level of Service "D" (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions that maximize efficiencies and safety while minimizing the physical footprint. During the course of Plan buildout, it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, this situation will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving Level of Service D or better.
 - ▶ **M 4.1.4 Capital Southeast Connector:** Support the planning and construction of the Capital Southeast Connector.
 - ▶ **M 4.1.5 Interchange Improvements:** Coordinate with Caltrans in planning for and funding freeway interchange improvements and additional interchanges along Highway 50.
 - ▶ **M 4.1.10 Traffic Calming:** Continue to implement traffic calming measures in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles.

IMPACT DISCUSSION

Conflict with a Program, Plan, Ordinance or Policy Addressing the Circulation System

The Folsom 2035 General Plan identifies several policies addressing the City's circulation system, including but not limited to complete streets, pedestrian and bicycle linkages, safe routes to school, and public transit access.

The EIR/EIS concluded that the FPASP would be consistent with the General Plan by incorporating bikeways and lanes and would have less-than-significant impacts on bicycle, pedestrian, and transit facilities. Impact 3A.15-2 of the EIR/EIS determined the project would increase the demand for single-occupancy vehicles; and thus, required implementation of Mitigation Measure 3A.15-2a, which implements the development of bicycle and pedestrian facilities, including bicycle parking to reduce demand of single-occupancy vehicles.

The project would include pedestrian and bicycle facilities, such as internal pathways, sidewalks and crosswalks on adjacent roadways, and bicycle parking. The project site is adjacent to a transit corridor along Alder Creek Parkway that extends from west of East Bidwell Street to Westwood Drive, and then south along Westwood Drive to Savannah Parkway. The project would not disrupt or preclude construction or use of any planned bicycle, pedestrian, or transit facilities within the FPASP. As such, the project would be consistent with the FPASP, the Folsom 2035 General Plan, and the Bikeway Master Plan.

The project would not result in any substantial changes to the circulation system. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Consistency with CEQA Guidelines Section 15064.3, Subdivision (b)

The analysis within this section is based on the analysis and findings of the *Alder Creek Apartments Final Traffic Study* (Traffic Study) prepared by Fehr & Peers in December 2020 (see Appendix F). The project would reallocate residential dwelling units among several parcels within the plan area. This reallocation of units would result in no net increase in total dwelling units in the FPASP and would not change the FPASP total off-site trip generation. A small change in VMT would result from changes in travel distance within FPASP (e.g., traveling from parcel 148 rather than parcel 82B-1 to the boundary of FPASP); however, given the relatively short distances between the parcels where the shift of dwelling units would occur and the small number of trips being shifted, the change in net VMT generated would be negligible compared to the FPASP total daily VMT of 612,800 analyzed in the EIR/EIS (Fehr & Peers, 2020).

In addition, Impact 3A.15-2 of the FPASP EIR/EIS identified significant impacts related to increased demand for single-occupant automobile travel. Implementation of Mitigation Measures 3A.15-2a, 3A.15-2b, and 3A.15-2c requires the provision of options for alternative transportation modes, participation in the City's Transportation System Management Fee Program, and participation in the 50 Corridor Transportation Management Association. Implementation of these mitigation measures would reduce significant impacts. The project would implement Mitigation Measures 3A.15-2a, 3A.15-2b, and 3A.15-2c. The project is located along a planned transit corridor that, upon build out of the FPASP, would provide express bus transit service connecting to the existing light rail network. The project would provide compact residential development to support the planned transit network. Internal pathways, sidewalks and crosswalks on adjacent roadways, and bicycle parking would further support non-automobile trips. In summary, the project would not result in a substantial increase in VMT and would implement measures to reduce single-occupant automobile travel. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Hazards Related to a Geometric Design Feature or Incompatible Uses

The FPASP EIR/EIS did not identify any geometric design features or incompatible uses that would substantially increase hazards. The project would not result in any substantial changes to roadway design and would not introduce incompatible uses. The Traffic Study identified mitigation to include signage prohibiting eastbound U-turns along Alder Creek Parkway at Placerville Road and Quail Meadow Way. This requirement is included in Mitigation Measure 4.17-1 below. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Emergency Access

As described in Impact 3A.14-1 of the FPASP EIR/EIS, nearby roadways in the vicinity of the FPASP area and off-site areas, such as White Rock Road, Prairie City Road, and U.S. 50, would likely be affected intermittently during construction activities. Implementation of Mitigation Measure 3A.14-1 would be required to reduce significant impacts associated with decreased emergency response times during construction. In addition, Impact 3A.8-4 of the EIR/EIS determined City-required permits would ensure sufficient street width, circulation, and access for fire and emergency response units. No changes to these circumstances have occurred. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project were approved. This analysis is based on the standards in effect at the time of the EIR/EIS, which considered impacts to LOS. Therefore, mitigation measures related to LOS are included and applicable to the project.

- ▶ Mitigation Measure 3A.14-1: Prepare and Implement a Construction Traffic Control Plan
- ▶ Mitigation Measure 3A.15-1a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1)

- ▶ Mitigation Measure 3A.15-1b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2)
- ▶ Mitigation Measure 3A.15-1c: The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28)
- ▶ Mitigation Measure 3A.15-1e: Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41)
- ▶ Mitigation Measure 3A.15-1f: Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44)
- ▶ Mitigation Measure 3A.15-1h: Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2)
- ▶ Mitigation Measure 3A.15-1i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3)
- ▶ Mitigation Measure 3A.15-1j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10)
- ▶ Mitigation Measure 3A.15-1l: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3)
- ▶ Mitigation Measure 3A.15-1o: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 as an alternative to improvements at the Folsom Boulevard/US 50 Eastbound Ramps Intersection (Caltrans Intersection 4)
- ▶ Mitigation Measure 3A.15-1p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12)
- ▶ Mitigation Measure 3A.15-1q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1)
- ▶ Mitigation Measure 3A.15-1r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3)
- ▶ Mitigation Measure 3A.15-1s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4)
- ▶ Mitigation Measure 3A.15-1u: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16)
- ▶ Mitigation Measure 3A.15-1v: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18)
- ▶ Mitigation Measure 3A.15-1w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Folsom Boulevard Ramp Merge (Freeway Merge 4)
- ▶ Mitigation Measure 3A.15-1x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Diverge (Freeway Diverge 5)
- ▶ Mitigation Measure 3A.15-1y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Direct Merge (Freeway Merge 6)
- ▶ Mitigation Measure 3A.15-1z: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8)
- ▶ Mitigation Measure 3A.15-1aa: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Merge (Freeway Merge 9)

- ▶ Mitigation Measure 3A.15-1dd: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 23)
- ▶ Mitigation Measure 3A.15-1ee: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29)
- ▶ Mitigation Measure 3A.15-1ff: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 32)
- ▶ Mitigation Measure 3A.15-1gg: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Direct Ramp Merge (Freeway Merge 33)
- ▶ Mitigation Measure 3A.15-1hh: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Folsom Boulevard Diverge (Freeway Diverge 34)
- ▶ Mitigation Measure 3A.15-1ii: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Hazel Avenue Direct Ramp Merge (Freeway Merge 38)
- ▶ Mitigation Measure 3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes
- ▶ Mitigation Measure 3A.15-2b: Participate in the City's Transportation System Management Fee Program
- ▶ Mitigation Measure 3A.15-2c: Participate with the 50 Corridor Transportation Management Association
- ▶ Mitigation Measure 3A.15-3: Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program
- ▶ Mitigation Measure 3A.15-4a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2)
- ▶ Mitigation Measure 3A.15-4b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6)
- ▶ Mitigation Measure 3A.15-4c: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Nesmith Court Intersection (Folsom Intersection 7)
- ▶ Mitigation Measure 3A.15-4d: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21)
- ▶ Mitigation Measure 3A.15-4e: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23)
- ▶ Mitigation Measure 3A.15-4f: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road / Iron Point Road Intersection (Folsom Intersection 24)
- ▶ Mitigation Measure 3A.15-4g: The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway / Easton Valley Parkway Intersection (Folsom Intersection 33)
- ▶ Mitigation Measure 3A.15-4i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3)
- ▶ Mitigation Measure 3A.15-4j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7)
- ▶ Mitigation Measure 3A.15-4k: Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8)
- ▶ Mitigation Measure 3A.15-4l: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segment s 12-13)

- ▶ Mitigation Measure 3A.15-4m: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22)
- ▶ Mitigation Measure 3A.15-4n: Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28)
- ▶ Mitigation Measure 3A.15-4o: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road / Carson Crossing Road Intersection (El Dorado County 1)
- ▶ Mitigation Measure 3A.15-4p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1)
- ▶ Mitigation Measure 3A.15-4q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1)
- ▶ Mitigation Measure 3A.15-4r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3)
- ▶ Mitigation Measure 3A.15-4s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5)
- ▶ Mitigation Measure 3A.15-4t: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6)
- ▶ Mitigation Measure 3A.15-4u: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6)
- ▶ Mitigation Measure 3A.15-4v: Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7)
- ▶ Mitigation Measure 3A.15-4w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8)
- ▶ Mitigation Measure 3A.15-4x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27)
- ▶ Mitigation Measure 3A.15-4y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35)

In addition to the mitigation measures in the EIR/EIS (listed above), the project-specific traffic study provided the following refinement to the mitigation program that would be required for the project (Fehr & Peers 2020). These refinements are consistent with the mitigation program outlined in the FPASP EIR/EIS.

Mitigation Measure 4.17-1 Signage Prohibiting U-Turns on Alder Creek Parkway.

Concurrent with construction of circulation improvements, the project applicant shall ensure the following have been implemented.

- ▶ Post “No U-Turn” signs (CA MUTCD R3-4 or similar) along Alder Creek Parkway at Quail Meadow Way, facing the eastbound approach, in the median on the near and far side of the intersection, prohibiting eastbound U-turns.
- ▶ Post “No U-Turn” signs (CA MUTCD R3-4 or similar) along Alder Creek Parkway at Placerville Road, facing the eastbound approach, in the median on the near and far side of the intersection, prohibiting eastbound U-turns.

CONCLUSION

The updated transportation impact analysis is consistent with the analysis prepared for the certified EIR/EIS. The conclusions of the EIR/EIS remain valid and approval of the project would not result in new or substantially more severe significant impacts related to transportation.

4.18 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
18. Utilities and Service Systems. Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Setting pp. 3A.16-1 to 3A.16-3; 3A.18-1 to 3A.18-6; 3A.16-5 to 3A.16-7; and p. 4-68 Impacts 3A.16-1, 3A.16-2, 3A.18-2, 3A.16-3, 3A.16-4, 3A.16-5, 3A.16-8, 3A.16-9, 3A.16-10, 3A.16-11	No	No	Yes
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Setting pp. 3A.18-1 to 3A.18-6 Impact 3A.18-1	No	No	Yes
c. 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?	Setting pp. 3A.16-1 to 3A.16-3 Impacts 3A.16-2, 3A.16-3, 3A.16-4, 3A.16-5	No	No	Yes
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Setting pp. 3A.16-3 to 3A.16-4 Impacts 3A.16-6, 3A.16-7	No	No	NA
e. Comply with federal, state, and local statutes and regulations related to solid waste?	Setting p. 3A.16-4 Impacts 3A.16-6, 3A.16-7	No	No	NA

4.18.1 Discussion

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Public Facilities and Services Element

GOAL PFS 3.1 Maintain the City's water system to meet the needs of existing and future development while improving water system efficiency.

- **PFS 3.1.3 Water Efficient Landscape Ordinance:** Continue to require water efficient landscaping consistent with the Water Efficient Landscape Ordinance.

- ▶ **PFS 3.1.4 New Technologies:** Support efforts to encourage the use of new technologies to meet the goals in the Urban Water Management Plan and Water Master Plan.
- ▶ **PFS 3.1.6 Water Quality:** Ensure the provision of healthy, safe water for all users in Folsom through facilities, policies, programs, and regulations.
- ▶ **PFS 3.1.7 Water Supply:** Provide an adequate supply of water for all users in Folsom now and in the future.
- ▶ **PFS 3.1.8 Water Resources:** Require water resources be developed in coordination with local flood management, water conservation, and groundwater agencies.
- ▶ **PFS 3.1.10 Water Conservation Standards:** Achieve a 20 percent reduction in per-capita water use by 2020 consistent with the State's 20x2020 Water Conservation Plan, Senate Bill SB X7-7 2009, and the City of Folsom Urban Water Management Plan.
- ▶ **PFS 3.1.11 Resilient System:** Ensure a resilient water storage and distribution system that can rapidly recover to provide water in the event of a disaster.
- ▶ **PFS 3.1.12 Non-Potable Water:** Endeavor to provide non-potable water by ensuring new development south of Highway 50 is served by a non-potable water distribution system and seek sources of non-potable water for landscaping and other appropriate uses citywide.

GOAL PFS 4.1 Maintain an adequate wastewater system to meet the needs of the community.

- ▶ **PFS 4.1.1 Wastewater System:** Ensure the local wastewater network is built and maintained to provide cost-effective wastewater service.
- ▶ **PFS 4.1.2 Regional Cooperation:** Coordinate with the Sacramento Regional County Sanitation District and Sacramento Area Sanitation District to ensure the efficient and environmentally-sound treatment of Folsom's wastewater.

GOAL 5.1 Ensure adequate flood control and stormwater drainage.

- ▶ **PFS 5.1.1 Maintain Adequate Storm Drainage:** Develop and maintain an adequate storm drainage system.
- ▶ **PFS 5.1.3 Urban Runoff:** Strive to reduce the amount of urban runoff and seek to capture and treat runoff before it enters streams, lakes, and rivers, applicable only to new development.
- ▶ **PFS 5.1.4 Green Stormwater Infrastructure:** Encourage "green infrastructure" design and LID techniques for stormwater facilities (i.e., using vegetation and soil to manage stormwater) to preserve and create open space and improve runoff water quality.

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

- ▶ **PFS 8.1.1 Provision of Utilities:** Coordinate with public, quasi-public, and private utility providers to ensure adequate service to City residents.
- ▶ **PFS 8.1.2 Telecommunication Technologies:** Support the implementation of new telecommunication technologies (e.g., fiber optic broadband internet) to attract new businesses and serve residential customers.
- ▶ **PFS 8.1.3 Renewable Energy:** Promote efforts to increase the use of renewable energy resources such as wind, solar, hydropower, and biomass both in the community and in City operations, where feasible.

GOAL PFS 9.1 Reduce the amount of waste entering regional landfills through an effective waste management program.

- ▶ **PFS 9.1.2 Waste Reduction:** Support efforts to reduce the amount of waste disposed of in landfills through reusing, reducing, and recycling solid waste; and using conversion technology if appropriate.

- ▶ **PFS 9.1.3 Recycling Target:** Support efforts to achieve a citywide disposal rate of 1.5 pounds per person per day, exceeding statewide target of 2.7 pounds per person per day by 2035.
- ▶ **PFS 9.1.4 Composting:** Provide green waste collection and offer compost education to divert organic material from local landfills.

No other substantial change in the environmental and regulatory settings related to utilities and service systems as described in EIR/EIS Section 3A.16 under Utilities and Service Systems has occurred since certification of the EIR in 2011.

IMPACT DISCUSSION

Water Facilities

The EIR/EIS addressed water facilities under Impact 3A.18-2, and determined that at the time of the EIR/EIS, the FPASP site was not served by a public water system and sufficient off-site water conveyance and treatment facilities necessary to serve the development. In addition, the City and Sacramento County Water Agency had not entered into a binding agreement for use of Freeport Regional Water Authority's diversion facilities. The EIR/EIS concluded that this is a direct, potentially significant impact. Implementation of Mitigation Measure 3A.18-2a and 3A.18-2b would require adequate off-site conveyance and treatment facilities be secured before the issuance of building permits and would reduce impacts to less than significant. The project is located within the Mangini Ranch Phase 2 Subdivision, which included infrastructure improvements, consistent with the FPASP. In addition, the project would not result in a substantial change to the land uses and densities approved under the FPASP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Wastewater Facilities

The EIR/EIS addressed wastewater facilities under Impacts 3A.16-1, 3A.16-2, 3A.16-3, 3A.16-4, and 3A.16-5, determined that at the time of the EIR/EIS, the FPASP site was not served by a municipal wastewater collection system and both on-site and off-site wastewater collection and conveyance infrastructure necessary to serve the development. The EIR/EIS analyzed the potential demand on facilities for the Sacramento Regional Wastewater Treatment Plant, Sacramento Regional County Sanitation District, El Dorado Irrigation District, and El Dorado Hills Wastewater Treatment Plant. The EIR/EIS concluded that the impacts to these facilities could be potentially significant. The project would not be within the El Dorado Irrigation District or El Dorado Hills Wastewater Treatment Plant service area and would result in no net change in dwelling units or population in the FPASP. Therefore, there would be no impacts beyond those previously evaluated in the FPASP EIR/EIS. With the implementation of Mitigation Measures 3A.16-1 and 3A.16-3, the impacts would be reduced to less than significant for all impacts except for the potentially significant and unavoidable impacts related to environmental effects associated with improvements to treatment plant facilities. These conclusions are the same as that presented in the EIR/EIS. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Stormwater Facilities

The approved FPASP would require new storm water drainage facilities. These were included in the approved FPASP and the potential significant environmental effects were analyzed throughout the EIR/EIS. The project is located within the Mangini Ranch Phase 2 Subdivision, which included infrastructure improvements, consistent with the FPASP. In addition, the project would include the same land use types as the approved FPASP and would result in no net change in density and population for the FPASP area. Therefore, no new off-site infrastructure or changes to the approved backbone infrastructure would be required. Because there are no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Electric Power, Natural Gas, and Telecommunications Facilities

Impacts 3A.16-8, 3A.16-9, 3A.16-10, 3A.16-11 of the EIR/EIS analyzed the demand for utilities and services not already covered in other discussions. The EIR/EIS found that the impacts to electricity service, natural gas, telecommunications

service, and cable television and communications service would be less than significant and no mitigation measures were required. The project would not result in substantial land use changes that would substantially change estimated demands for these services. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Water Supply

As analyzed in the EIR/EIS under Impact 3A.18-1, the proposed water supply would be adequate to meet the projected water demand by the FPASP in both normal and critically dry years. However, the EIR/EIS concluded that the impact to water supplies was potentially significant because of the possibility that the water infrastructure to accommodate the FPASP may not be developed or coordinated fully with the development of houses and other water using land types. To reduce this potential impact to less than significant, Mitigation Measure 3A.18-1 required all applicants to submit proof of surface water supply availability. With implementation of this mitigation measure, the impact would be reduced to a less-than-significant level.

In November 2012, the City considered and adopted an addendum to the FPASP EIR/EIS that assessed the environmental impacts of changing the approved water supply for the FPASP to the Revised Proposed Off-Site Water Facility Alternative, which would use water obtained through the City's conservation activities and exchange of supplies with the City's east area. The addendum concluded that water supplies under the Off-Site Water Facility Alternative would be more secure than the originally considered water supply plan, and landowners in the FPASP would be required to implement the previously adopted mitigation measures, which require submittal of proof of surface water supply availability and adequate water service infrastructure before approval of new development (Water Addendum, pp. 3-18 to 3-19.) Thus, with these mitigation measures in place, it is reasonable to conclude that development in the FPASP, including this project, would not outpace the City's available water supplies. As discussed in Response to Comment 7-15 of the Russell Ranch Final EIR (City of Folsom 2015:3-33), the City has reviewed its water supply extensively to ensure that "the City will meet its diversion in 'dry' and 'extremely dry' conditions" (City of Folsom 2015:3-40). The City "has considered and analyzed in its most recent Urban Water Management Plan (adopted June 14, 2011) the effects of implementing conservation measures in increasingly stricter stages that are designed to reduce water use City-wide" (City of Folsom 2015:3-41).

The City's 2015 Urban Water Management Plan (adopted June 14, 2016) determined the City would have sufficient water supplies during normal, single dry, and multiple dry years through build out of the City, as shown in Table 4-6. Build out is anticipated to occur around 2050, dependent on a number of factors and market conditions, and would include build out of the entire FPASP development (City of Folsom 2016:2-3).

Table 4-6 City Water Supply and Demand Comparison at Buildout (2050)

(acre-feet/year)	Normal	Single-Dry	Multi-Dry 1	Multi-Dry 2	Multi-Dry 3
Supply	38,790	37,040	37,040	36,500	34,750
Demand	31,852	32,808	32,808	28,667	25,482
Difference	6,938	4,232	4,232	7,833	9,269

Source: City of Folsom 2015 Urban Water Management Plan, June 2016, Table 7-4.

The project would not substantially change land use types or densities and would have no net increase in housing units. The project would not exceed water demands estimated in the Folsom Specific Plan Area SB 610 Water Assessment prepared for the FPASP. Further, sufficient water supplies are available to meet the project's long-term water demands. Finally, the project would continue to comply with mitigation recommended in the FPASP. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS remain valid and no further analysis is required.

Wastewater Treatment Capacity

Under Impacts 3A.16-2, 3A.16-3, 3A.16-4, and 3A.16-5, the EIR/EIS analyzed the potential demand on wastewater facilities for the Sacramento Regional Wastewater Treatment Plant, Sacramento Regional County Sanitation District, El Dorado Irrigation District, and El Dorado Hills Wastewater Treatment Plant. The project would not substantially change

land use types or densities from the approved FPASP, would have no net increase in housing units, and would not be within the El Dorado Irrigation District or El Dorado Hills Wastewater Treatment Plant service area. Therefore, the project would not increase wastewater treatment demand beyond the approved FPASP. The project would continue to be required to comply with Mitigation Measures 3A.18-2a, 3A.18-2b, and 3A.16-3 in the FPASP which address ensuring adequate wastewater treatment capacity. With implementation of these mitigation measures, the potential for inadequate capacity to serve the project would be reduced to a less-than-significant level because the applicant would be required to coordinate with service providers to ensure adequate capacity is available and submit the proof of adequate capacity to the City before the City would issue building permits. Because no new significant impacts or substantially more severe impacts would occur, the findings of the certified EIR/EIS remain valid and no further analysis is required.

Solid Waste

Impact 3A.16-6 of the Draft EIR/EIS analyzed short-term generation of solid waste during project construction while Impact 3A.16-7 analyzed increased long-term generation of solid waste. The EIR/EIS found that the estimated waste generated both short- and long-term by the project could be accommodated within the existing landfills. The project would not substantially change land use types or densities and would have no net increase in housing units. Therefore, the project would not generate solid waste above the previously evaluated FPASP. No new significant impacts or substantially more severe impacts would occur. Therefore, the findings of the certified EIR/EIS remain valid and no further analysis is required.

In Impacts 3A.16-6 and 3A.16-7, the EIR/EIS describes how the FPASP would comply with statutes and regulations related to solid waste. These impacts (Impact 3A.16-6 and 3A.16-7) were determined to be less than significant and no mitigation measures were required. The project would continue to comply with these statutes and regulations. In addition, Policy PFS 9.1.2 Waste Reduction, Policy PFS 9.1.3 Recycling Target, and Policy PFS 9.1.4 Composting identified in the Folsom 2035 General Plan would further solid waste reduction efforts. Because there are no new significant impacts or substantially more severe impacts, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

The following mitigation measures were referenced in the EIR/EIS analysis and would continue to remain applicable if the project was approved.

- ▶ Mitigation Measure 3A.16-1: Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.
- ▶ Mitigation Measure 3A.16-3: Demonstrate Adequate SRWTP Wastewater Treatment Capacity.
- ▶ Mitigation Measure 3A.18-1: Submit Proof of Surface Water Supply Availability.
- ▶ Mitigation Measure 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.
- ▶ Mitigation Measure 3A.18-2b: Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).

CONCLUSION

No substantial changes in circumstances or the project have occurred nor has any new information of substantial importance been identified requiring new analysis or verification. Therefore, the conclusions of the EIR/EIS remain valid and approval of project would not result in new or substantially more severe significant impacts to utilities and services systems.

4.19 WILDFIRE

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
19. Wildfire. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Setting p. 3A.8-14 Impact 3A.8-4	No	No	NA
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Setting p. 3A.8-18 through 3A.8-19 No impact	No	No	NA
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Setting p. 3A.8-18 through 3A.8-19 No impact	No	No	NA

4.19.1 Discussion

A comprehensive update to the CEQA Guidelines has been completed since certification of the FPASP Final EIR/EIS. Appendix G of the CEQA Guidelines, which became effective on December 28, 2018, was revised to include Wildfire as a category of analysis. At the time of the EIR/EIS, fire was addressed under Hazards and Hazardous Materials of Appendix G of the CEQA Guidelines. This analysis has been added, in response to the 2018 update to the CEQA Guidelines. However, as fire risk was previously addressed in the EIR/EIS this analysis does not constitute new information of substantial importance under CEQA Guidelines section 15162.

REGULATORY SETTING

The City has completed a general plan update since certification of the EIR/EIS in 2011. The Folsom City Council approved the Folsom 2035 General Plan on August 28, 2018. The following goals and policies of the Folsom 2035 General Plan are applicable to the project, but do not constitute new information of substantial importance under CEQA Guidelines section 15162.

Safety Element

GOAL SN 1.1 Maintain an effective response to emergencies, provide support and aid in a crisis, and repair and rebuild after a crisis.

- **SN 1.1.1 Emergency Operations Plan:** Develop, maintain, and implement an Emergency Operations Plan that addresses life and safety protection, medical care, incident stabilization, property conservation, evacuation, escape routes (including back-up escape routes), mutual aid agreements, temporary housing, and communications.

Public Facilities and Services Element

GOAL PFS 7.1 Prevent loss of life, injury, and property due to wildland and structural fires, while ensuring an adequate level of fire protection service is maintained for all.

- ▶ **PFS 7.1.1 Adequate Facilities and Services:** Strive to provide fire department facilities, equipment and vehicles, and services to adequately meet the needs of existing and future development.
- ▶ **PFS 7.1.2 Fire Response Standards:** Maintain adequate fire suppression response capabilities in all areas of the city consistent with the Fire Service Delivery Plan.
- ▶ **PFS 7.1.4 Optimal Siting:** Require that new fire stations are strategically located to ensure optimal response time and physical barriers are considered in the siting of new stations.
- ▶ **PFS 7.1.5 Fire Flow Requirements:** Ensure that adequate water fire-flow capability is provided throughout the city that conforms to the fire flow requirements of the California Fire Code.
- ▶ **PFS 7.1.6 Inspections:** Ensure the continued compliance of structures with City and State fire and life safety regulations by conducting periodic inspections.
- ▶ **PFS 7.1.7 Built-In Fire Suppression:** Minimize dependence on fire department staff and equipment and improve fire safety by requiring installation of built-in fire suppression equipment in all new buildings in accordance with the California Fire Code.
- ▶ **PFS 7.1.8 New Development:** Require that new development provides all necessary water service, fire hydrants, and roads consistent with Fire Department standards.
- ▶ **PFS 7.1.9 Fire Access Design and Building Materials:** Ensure that fire equipment access is integrated into the design of new developments, as well as the use of fire-resistant landscaping and building materials.

IMPACT DISCUSSION

As described in Impact 3A.8-4 of the EIR/EIS, development under the FPASP would require permits from the City and review from the City Fire Department to ensure that proposed developments provide sufficient hydrant locations, street width, circulation, and access for fire and emergency response units to access FPASP developments. Implementation of the FPASP would not conflict with any adopted emergency response or evacuation plans and the impact was determined to be less than significant and no mitigation was required. No changes to these circumstances outlined in the EIR/EIS have occurred. No new significant impacts or substantially more severe impacts would occur.

Section 3A.8, "Hazards and Hazardous Materials" of the EIR/EIS states the FPASP area is located within a state responsibility area designated as a moderate fire hazard severity zone. The EIR/EIS concludes that the FPASP area is not near an area of high or extremely high fire hazard severity, as identified by CAL FIRE. The EIR/EIS also states that should future surveys identify a portion or portions of the SPA in a very high fire hazard severity zone, the Wildland-Urban Interface building code regulations would be imposed in accordance with State law (see pp. 3A.8-18 — 3A.8-19 of the EIR/EIS).

Since the adoption of the Final EIR/EIS, the City prepared a Community Wildfire Protection Plan in April 2013 and the Sacramento County Local Hazard Mitigation Plan Update (Annex C City of Folsom) was drafted in December 2016. The City's Community Wildfire Protection Plan identifies the area south of U.S. 50, including the FPASP area, as a local responsibility area with some, but not all, of the land designated within a mutual dispatch area requiring CAL FIRE response in the event of a major fire event. The FPASP area, including the project site, is identified as an area of high to very high fire threat (City of Folsom 2013:13-14; County of Sacramento 2016). The Community Wildfire Protection Plan includes fuel reduction strategies and describes the importance of fire-resistant building materials, overhanging structures, structural openings, fuel hazards, and fire equipment access (City of Folsom 2013).

The project is located on low rolling hills with minimal slope and does not include the hillside area or any steep slopes. Prevailing wind is generally from the southwest driven by marine breezes flowing through the Sacramento Valley from the Carquinez Strait. The project would not result in an increase in slope or prevailing wind that may exacerbate wildfire risks. The project would comply with Wildland-Urban Interface building code regulations when applicable as discussed in the EIR/EIS. The project would also comply with general plan policies identified in the Folsom 2035 General Plan including fire flow requirements, access requirements, and fire-resistant landscaping and building materials. The FPASP includes Policy 10.55 which requires open space areas adjacent to buildings and development parcels to maintain a fuel modification and vegetation management area to provide the minimum fuel modification fire break as required by State and local laws and ordinances.

The FPASP, including the project, is located directly adjacent to the Sacramento Metropolitan Fire District. The District has also adopted a Community Wildfire Protection Plan that assess the risk of wildfire impacts and provides recommendations to reduce risk. The District's Community Wildfire Protection Plan includes strategies and action items to reduce the risk of destructive fires, increase community resiliency, and coordinate wildfire planning and mitigation (Sacramento Metropolitan Fire District 2014). Efforts conducted by the Sacramento Metropolitan Fire District through the Community Wildfire Protection Plan would further reduce the risk of wildfire and wildfire spreading within the region, thereby, reducing the potential of wildfire impacts at the project site.

The project would comply with Wildland-Urban Interface building code regulations, California Fire Code, Folsom 2035 General Plan Policies and FPASP Policies and impacts would be less than significant. In addition, the project would not require installation of infrastructure beyond what was anticipated under the FPASP EIR/EIS and project infrastructure would be reviewed by the City Fire Department to ensure compliance with the California Fire Code and access requirements. Power lines and natural gas lines within the FPASP area are serviced and maintained by SMUD and PG&E, respectively. Both SMUD and PG&E have prepared wildfire mitigation plans to identify wildfire prevention strategies such as infrastructure inspections and maintenance, vegetation management, and workforce training (SMUD 2019; PG&E 2019). The project would not exacerbate fire risk beyond what was previously anticipated under the FPASP. Because wildfire risk was known or could have been known at the time the EIR/EIS was certified and no new significant impacts or substantially more severe impacts would occur as a result of the project, the findings of the certified EIR/EIS remain valid and no further analysis is required.

MITIGATION MEASURES

No mitigation measures were needed for the certified EIR/EIS regarding wildfire. No additional mitigation measures are required for the project for this issue.

CONCLUSION

This report updates the regulatory setting addressing wildfire and provides additional project-level wildfire analysis in accordance with the updated Appendix G of the CEQA Guidelines, which became effective on December 28, 2018. While the updated information and the project-specific analyses provide additional detail for the project site, this analysis is based on the standards in effect at the time of the EIR/EIS. At the time of the EIR/EIS, fire was addressed under Hazards and Hazardous Materials of Appendix G of the CEQA Guidelines. Therefore, this analysis would not constitute new information of substantial importance under CEQA Guidelines section 15162. The proposed amendment to the FPASP would not result in new or substantially more severe significant impacts to wildfire. Therefore, no additional analysis is required.

4.20 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in the EIR/EIS.	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?	Do Prior Environmental Documents Mitigations Address/Resolve Impacts?
20. Mandatory Findings of Significance.				
a. Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?	Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures	No	Yes, discussed throughout environmental checklist	Yes
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 view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Setting pp. 4-1 to 4-20 Impacts pp. 4-20 to 4-64	No	No	Yes
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures	No	Yes, discussed throughout environmental checklist	Yes

CONCLUSION

All approved mitigation in the EIR/EIS or contained in this document would continue to be implemented with the proposed project. Therefore, no new significant impacts would occur with implementation of the project.

5 LIST OF PREPARERS AND PERSONS CONSULTED

5.1 LIST OF PREPARERS

Ascent Environmental

Amanda Olekszulín Principal-in-Charge
Kim UntermoserProject Manager/Environmental Planner
Dimitri AntoniouSenior AQ/Energy/GHG Reviewer
Christopher Lovett.....Air Quality/Climate Change Specialist
Zachary Miller.....Senior Traffic/Transportation Reviewer
Allison FullerBiologist
Phi NgoGIS Analyst/Graphics
Brian Perry.....Graphics
Gayety Lane Publishing
Michele Mattei..... Publishing

Fehr & Peers

John Gard Principal
Albee WeiTransportation Planner

ECORP

Lisa Westwood Cultural Resources

J.C. Brennan & Associates, Inc.

Jim BrennanNoise

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Chapter 4, Environmental Checklist

Section 4.1, Aesthetics

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Section 4.2, Agriculture and Forest Resources

No references were used in this section.

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SMAQMD. See Sacramento Metropolitan Air Quality Management District.

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Section 4.6, Energy

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Section 4.20, Mandatory Findings of Significance

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7 LIST OF ABBREVIATIONS

µg/m ³	micrograms per cubic meter
AB	Assembly Bill
AERMOD	Agency Regulatory Model Improvement Committee modeling system
APE	Area of Potential Effects
ATCM	air toxic control measure
BMP	best management practice
CAAQS	California Ambient Air Quality Standard
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
City	City of Folsom
CNEL	community noise equivalent level
CO	carbon monoxide
CO ₂ e	CO ₂ -equivalent
CO ₂ e/SP/year	CO ₂ e per service population per year
CRHR	California Register of Historical Resources
CWA	Clean Water Act
dB	decibel
DPM	diesel-powered engines
EMF	electromagnetic field
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPAP	existing plus planned and approved projects
ESA	Endangered Species Act
FAPA	First Amended Programmatic Agreement
Final EIR/EIS	Final Environmental Impact Report/Environmental Impact Statement
FPASP	Folsom Plan Area Specific Plan
FTA	Federal Transit Administration
g/s	gram per second
GHG	greenhouse gas
HPMP	Historic Property Management Plan
HPTP	Historic Property Treatment Plan
HVAC	heating, ventilation, and air conditioning
ITE	Institute of Transportation Engineers

kV	kilovolt
LAFCo	Local Agency Formation Commission
lb/day	pounds per day
LCFS	Low Carbon Fuel Standard
L _{dn}	day-night average noise level
L _{eq}	equivalent continuous sound level
LID	Low-Impact Development
LOS	level of service
MLD	multi-family low density
MMD	multi-family medium density
MMT	million metric tons
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NHTSA	National Highway Traffic Safety Administration
NOA	naturally occurring asbestos
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
OEHHA	California Office of Environmental Health Hazard Assessment
OPR	Governor's Office of Planning and Research
PA	programmatic agreement
PCE	tetrachloroethene
PG&E	Pacific Gas and Electric Company
PHPS	Preliminary Historic Properties Synthesis
PM ₁₀	particulate matter with an aerodynamic diameter of 10 micrometers or less
PM _{2.5}	particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PPV	peak particle velocity
PRC	Public Resources Code
RPS	Renewables Portfolio Standard
SB	Senate Bill
SEIR	subsequent environmental impact report
SENL	single-event noise levels
SFHD	single-family, high-density
SHPO	State Historic Preservation Officer
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SPA	specific plan amendment
SWPPP	storm water pollution prevention plan
TAC	toxic air contaminant
TCE	trichloroethene
TIS	transportation impact study
TRU	transport refrigeration unit

TSM	transportation system management
U.S. 50	U.S. Highway 50
URBEMIS	Urban Emissions model
USACE	U.S. Army Corps of Engineers
VdB	vibration decibels
VMT	vehicle miles traveled
ZEV	zero-emission vehicles

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