



ENVIRONMENTAL CHECKLIST  
AND ADDENDUM

# Dignity Health Folsom Ranch Medical Center



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

**PREPARED FOR:**

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MAY 2021

# Dignity Health Folsom Ranch Medical Center

## Environmental Checklist and Addendum

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# 1 INTRODUCTION

## 1.1 BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

The Dignity Health Folsom Ranch Medical Center consists of two medical office buildings, an acute care hospital, and associated features on 27 acres in the northeastern portion of the 3,500-acre Folsom Plan Area Specific Plan (FPASP) area within the City of Folsom (City). The project is consistent with the commercial land use designation identified for the site in the FPASP and would require a planned development permit, development agreement amendment, and conditional use permit for the helicopter landing site (heliport).

Pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000, *et seq.*), the City certified the Final Environmental Impact Report/Environmental Impact Statement (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 project.

- ▶ Draft EIR/EIS for the Folsom South of U.S. 50 Specific Plan Project, Volumes I-III and Appendices, June 2010;
- ▶ Final EIR 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;
- ▶ Environmental Checklist and Addendum for the Folsom Plan Area Specific Plan Amendment for the Toll Brothers at Folsom Ranch Master Planned Development, February 2020; and

- Environmental Checklist and Addendum for the Folsom Plan Area Specific Plan Amendment for Alder Creek Apartments Project, February 2021.

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 project site was previously analyzed under the Environmental Checklist and Addendum for the Folsom Plan Area Specific Plan Amendment for the Westland Eagle Project and the Initial Study and Mitigated Negative Declaration for the South of 50 Backbone Infrastructure Project. Applicable analysis and mitigation measures identified in previous environmental documents are identified throughout this document.

### 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 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 Dignity Health at Folsom Ranch Medical Center and are required to be implemented by the project have been incorporated in the MMRP attached in Appendix A.
- ▶ 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 Dignity Health at Folsom Ranch Medical Center and are required to be implemented by the project have been incorporated in the MMRP attached in Appendix A.
- ▶ 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 (Eagle Environmental Document). 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. Mitigation measures identified in the Addendum to the Final Environmental Impact Report/Environment Impact Statement for the Westland/Eagle Project that are applicable to the Dignity Health at Folsom Ranch Medical Center and are required to be implemented by the project have been incorporated in the MMRP attached in Appendix A.
- ▶ 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.

- ▶ On February 23, 2021, the Folsom City Council approved the Alder Creek 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. 10596) for the Alder Creek Apartments Project. The approved SPA allowed for the reallocation of units between residential and mixed use designations within the FPASP area. The SPA did not change the total number of dwelling units 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 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, 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).

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## 2 PROJECT DESCRIPTION

### 2.1 PROJECT OVERVIEW

Dignity Health (hereinafter referred to as the “applicant”) has submitted an application to develop the Folsom Ranch Medical Center in the Folsom Plan Area (hereinafter referred to as the “project” or “medical center”). The medical center would include an acute care hospital and two medical office buildings that would provide primary and specialty care along with outpatient imaging, an ambulatory surgery center, and other ancillary services. The medical center would complement existing acute care and ambulatory services currently provided at Mercy Hospital of Folsom, and would focus on serving residents in Folsom; however, the project would also serve Rancho Cordova, Orangevale, Citrus Heights, Fair Oaks and Carmichael, as well as the more rural foothill communities of El Dorado Hills, Cameron Park, Rancho Murieta, Shingle Springs, Placerville and Coloma.

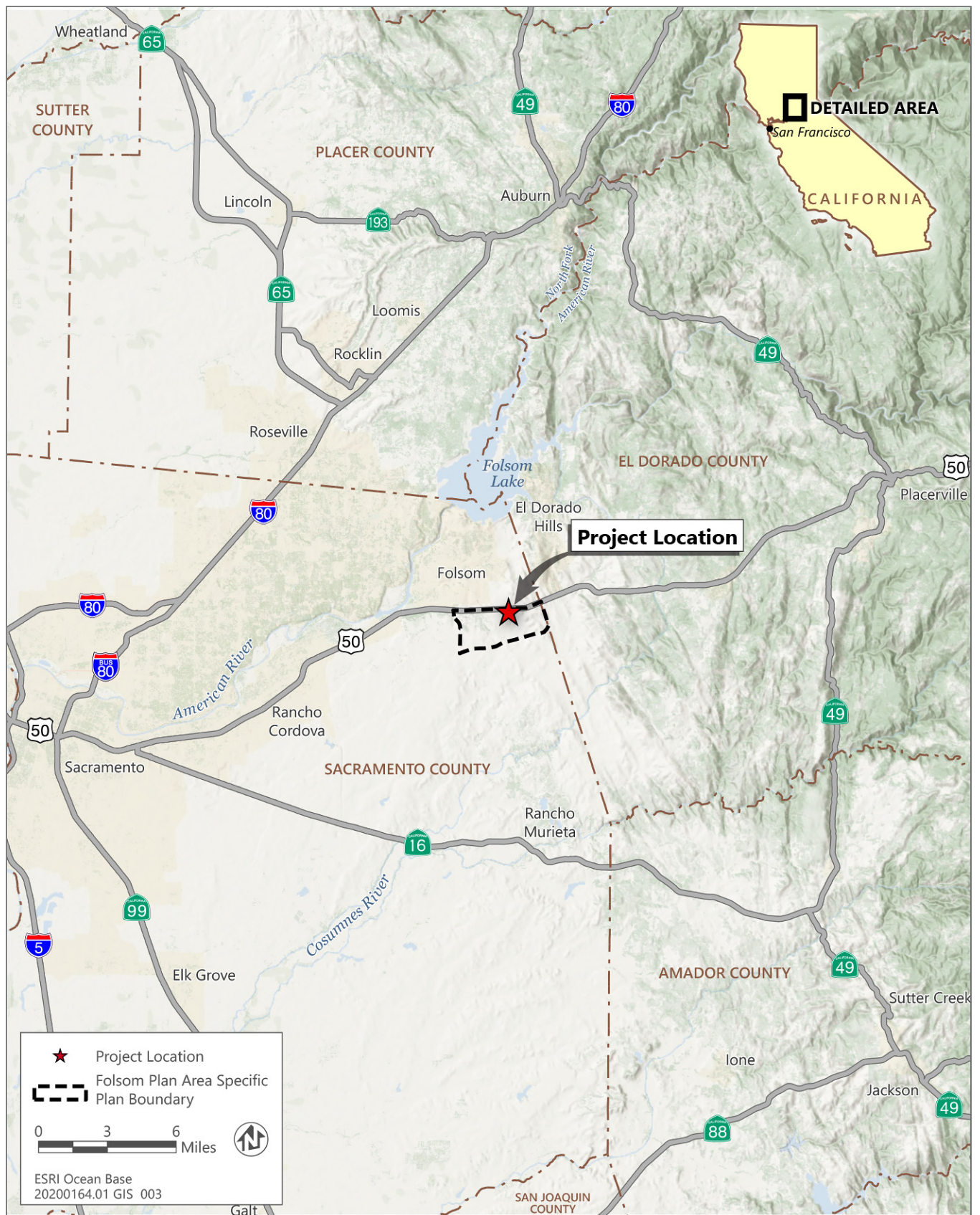
The project would expand Dignity Health’s system of health care delivery in the Folsom area and greatly expand the community’s access to care in the following potential key areas:

- ▶ primary care physicians;
- ▶ urgent care;
- ▶ diagnostic imaging;
- ▶ ambulatory surgery;
- ▶ virtual telehealth services facilitating broad access to many services;
- ▶ women’s services;
- ▶ multiple specialty physician service lines;
- ▶ emergency services; and
- ▶ general, specialized, and comprehensive hospital in- and out-patient acute care services.

The project includes development of the medical center and associated on-site improvements including project driveways, drive aisles, parking spaces, sidewalks, pedestrian walkways, heliport, underground utilities, site lighting, site landscaping, retaining walls, and signage. In addition, the proposed project includes off-site roadway and drainage improvements. Project features are described in detail below.

### 2.2 PROJECT LOCATION AND SETTING

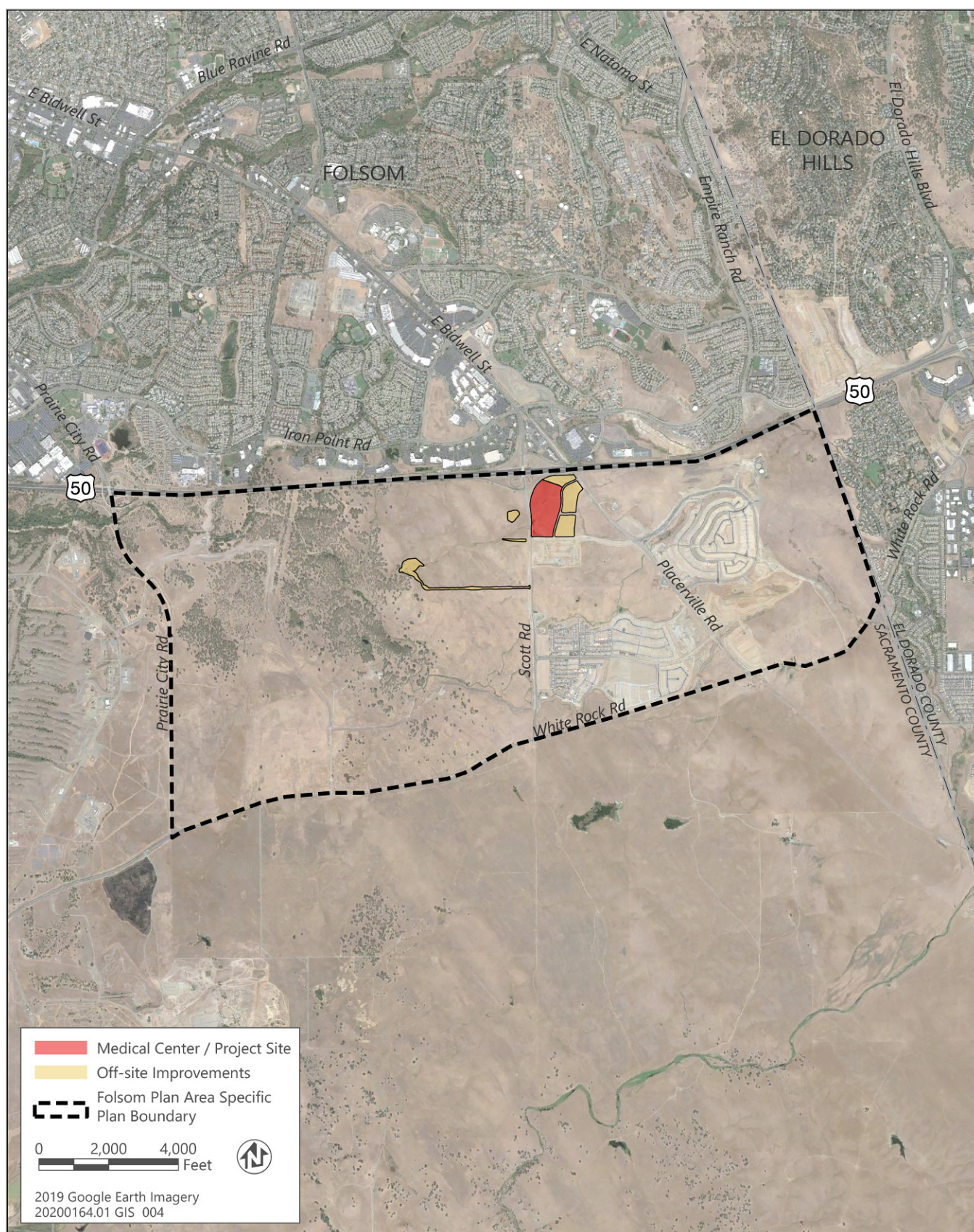
The medical center is proposed on the Parcel identified in the Folsom Specific Plan Area Specific Plan (FPASP) as Parcel 85a, in the northeastern portion of the FPASP area, which is located south of U.S. Highway 50 (U.S. 50) and north of White Rock Road, between Prairie City Road and the El Dorado County line (Figure 2-1). Parcel 85a was subdivided by an approved parcel map into four parcels, and the 27.44-acre site is located at the northeast corner of East Bidwell Street and Alder Creek Parkway (Figure 2-2). The medical center site is identified as “Parcel 1” within FPASP Parcel 85a, which extends to the intersection of Placerville Road and Westwood Drive. Parcel 2 is planned for a hotel use and Parcels 3 and 4 are planned for multifamily residential uses. The project includes roadway, infrastructure (i.e., pipes for utility connections), future conduits and pullboxes, pavement markings, street lights, fire hydrants, water service meters, pedestrian ramps and grading improvements on all parcels within Parcel 85a but does not include the development of Parcels 2, 3, or 4. In addition, the project includes a storm drain swale west of the site, across East Bidwell Street, a drainage basin southwest of the site, along Savannah Parkway, and an excavation borrow site located west of the site, across East Bidwell Street.



Source: adapted by Ascent Environmental in 2021

**Figure 2-1 Regional Location**





Source: data received from Devenny Group in 2021

**Figure 2-2 Project Vicinity**

The site is currently mostly undeveloped grassland with a few scattered non-protected trees and was previously used for cattle grazing. Alder Creek and some minor tributaries/drainage ditches run through the site. The topography of the site consists of gently rolling hills with slopes varying between 0 percent and 15 percent and surface elevations ranging from 405 to 470 feet above mean sea level.

The area directly south of the site, across Alder Creek Parkway, is currently being developed as a single-family residential subdivision.

## 2.3 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.

The primary objectives of the Folsom Ranch Medical Center Project are to:

- ▶ Provide a broad range of healthcare services to establish Folsom and Dignity Health as a destination and regional provider of healthcare services.
- ▶ Meet the health and wellness needs of Folsom residents now and in the future.
- ▶ Complement the existing Mercy Hospital of Folsom while expanding the system of care and community benefit within Folsom and the surrounding quadrant of the metro market.
- ▶ Provide a welcoming place for healing.
- ▶ Provide an environment that promotes safety, accessibility, and is easy to navigate for pedestrians, vehicles, and emergency vehicles, including medical center patrons with temporary or permanent disabilities, and or mobility challenges.



- ▶ Provide a welcoming barrier free site design without site ramps and stairways. Paths of travel will be level and include curb cuts or curb ramps at intersections and crosswalks. Covered entrances and walkways will be provided. Accessible parking spaces to be located at entrances on both sides of the hospital and medical office buildings.
- ▶ Create open spaces and safe, comfortable pedestrian pathways that provide outdoor places for family members and staff to have moments of respite throughout the day and evening.
- ▶ Integrate the project with the surrounding development ensuring pathways and streets are coordinated.

## 2.4 PROPOSED PROJECT

The project consists of several components: the medical center campus, which includes a hospital, two medical office buildings, a heliport, and a central utility plant (and central utility plant expansion); cooling tower, medical gas storage yard; bulk oxygen storage tank, mobile trailers for treatment or imaging; on-site infrastructure improvements; and off-site infrastructure improvements, including grading, roadway improvements, and drainage basins. Each project component is described in detail.

### 2.4.1 Proposed Medical Center Uses

As shown in Figure 2-3, the hospital would be located in the center of the site with one medical office building to the north and the second medical office building to the south of the hospital. The ambulance entry, service entry, loading docks, and dumpster/storage enclosures would be on the west side of the hospital building. The main entrances to the medical center would be on the east side of the site along McCarthy Way. The central plant and heliport would be located on the west side of the site between the hospital and the U.S. 50 eastbound on-ramp. The heliport placement coordinates with the location of the hospital's emergency department ambulance entrance.

The project would include 530,000 occupied square feet including a 300-bed acute care hospital (400,000 occupied square feet) and two medical office buildings (65,000 occupied square feet each). Occupied square footage does not include common areas, such as restrooms, stairwells, mechanical shafts, storage rooms, utility rooms, mechanical rooms, electrical rooms, and shared hallways or corridors. The project would also include a 20,000 square-foot central utility plant as well as a heliport, loading dock, landscaping, surface parking, and site lighting. The project would also include a bulk cryogenic medical gas systems yard, located aboveground and well ventilated, completely enclosed by walls or fencing and open to the sky above. Tanks would be stationary and designed and installed per California Building Code 2019, California Energy Code 2019, California Fire Code 2019 and National Fire Protection Agency (NFPA) 55 2016, NFPA 99 2018 and NFPA 704 2017. The project proposes signage on the buildings, as well as a freeway sign that would be directly adjacent to and intended to be viewed from U.S. 50. Signage is proposed to achieve visibility and wayfinding for hospital patrons and to prevent confusion that may occur. Table 2-1 identifies phasing of site development.

**Table 2-1 Proposed Development Phasing**

Phase	Building	Anticipated Completion Year	Occupied Square Footage	Central Plant Square Footage
Phase 1	Medical Office Building	2023	65,000	N/A
Phase 2	Hospital (100 beds)	2028	160,000	15,000
Phase 2	Heliport	2028	N/A	N/A
Phase 3	Medical Office Building	2030	65,000	N/A
Phase 4	Hospital Expansion (100 beds)	2034	120,000	N/A
Phase 5	Hospital Expansion (100 beds)	2045	120,000	5,000
Total Area			530,000	20,000

The proposed development phases and timing are flexible and are based on current estimates and may vary as the medical center is developed and population and patient needs dictate. Another factor impacting timing would be the completion of site improvement work and coordination with construction seasons, as there presently is no infrastructure or roads serving the site.

The hospital building would be up to six stories and 120 feet in height excluding the rooftop mechanical units and screens. The medical office buildings would be three stories and 60 feet in height excluding the rooftop mechanical units and screens, and the central utility plant would be one story and up to 35 feet in height excluding the rooftop mechanical units and screens. Buildings would be constructed with metal panels, synthetic plaster, and glazing, including natural stone of hewn, rough cut, flame honed or polished texture, integrally colored synthetic plaster with a textured finish, and pre-finished metal panels of composite or plate aluminum construction. Highly reflective materials, such as mirror finish glazing would not be used. All roof-mounted equipment would be screened from public view with parapets or screen walls, and mechanical equipment would not exceed the height of screen walls. Figure 2-4 and 2-5 illustrate the proposed building elevations.

## 2.4.2 Site Configuration, Access, and Circulation

### SITE ACCESS AND CIRCULATION

As shown in Figure 2-3, the hospital would be located in the center of the site with one medical office building to the north and the second medical office building to the south of the hospital. Fire access, ambulance entry, service entry, loading docks, and dumpster/storage enclosures would be on the west side of the hospital building at East Bidwell Street. The proposed emergency vehicle-only left-turn lane on southbound East Bidwell Street to access the project site would be constructed with Phase 2 of the project. The turn lane would be for emergency vehicle use only, would be marked with signage and pavement features identifying this restriction and may include installation of a half-signal that will be triggered through emergency signal preemption to stop northbound traffic on East Bidwell Street. Three general entrances to the medical center would be on the east side of the site along McCarthy Way. The main entrance is a roundabout, while the other two general access points are stop-controlled on the driveway approaches.

Existing roadway conditions at the McCarthy Way and Alder Creek Parkway intersection include a left-turn pocket on eastbound Alder Creek Parkway at McCarthy Way and a westbound left-turn pocket on Alder Creek Parkway at the entrance to the Enclave Subdivision. The existing two left-turn pockets would remain until such time that they are unsafe or there is a trigger to modifications to this intersection (e.g., signalization of McCarthy Way). The City recommends a two-way stop-controlled intersection at McCarthy Way and Alder Creek Parkway, located at the southeast corner of the project site. This intersection design would allow for full movements at the intersection, except for northbound and southbound left-turn and through movements, which would be restricted. The northbound and southbound approaches of the intersection will be stop-controlled, while the eastbound and westbound approaches will be free movements. These intersection movements were analyzed in the project's traffic study and were found to have no operational impacts (see *City of Folsom – Dignity Health Campus Local Transportation Analysis and CEQA Impact Study* in Appendix H).

Potential modifications to the future Alder Creek Parkway/McCarthy Way intersection design are proposed by Dignity Health to provide a signalized intersection at Phase 4 of site development. The modification would allow left-turn movements via a controlled intersection to McCarthy Way Alder Creek Parkway/McCarthy Way. A microsimulation analysis of intersection operations at the intersection of Alder Creek Parkway/McCarthy Way and a proposed driveway on East Bidwell Street was performed for cumulative traffic conditions to determine potential interactions between closely spaced intersections including the potential for queue spillback at upstream adjacent intersections. The analysis concluded that there would not be a significant impact, but the analysis includes significant assumptions about geometric changes, operational changes and impacts to the proposed Bus Rapid Transit (BRT) service that staff does not support at this time. City staff have agreed to allow for a supplemental traffic analysis at Phase 4 of site development which would assess the impacts of the proposed traffic signal on traffic conditions present in the area at that time. If the supplemental study concludes that signalization can be accomplished with no significant operational impacts, then the project applicant can choose to proceed with the signal at that time; however, if the study identifies significant and unmitigable impacts then the signal would not be installed. Modifications to the future intersection design are considered in the *City of Folsom – Dignity Health Campus Local Transportation Analysis and CEQA Impact Study* (DKS Associates 2021) and are analyzed in this document and are provided in Appendix H.





Source: Figure produced by Devenney Group Ltd., Architects in 2020.:

Figure 2-3 Site Plan







Source: Figure produced by Devenney Group Ltd., Architects in 2020.

Figure 2-4 South and East Building Elevations







Source: Figure produced by Devenney Group Ltd., Architects in 2020.

Figure 2-5 North and West Building Elevations





## PEDESTRIAN, BICYCLE, AND TRANSIT CIRCULATION AND FACILITIES

Consistent with the FPASP, bicycle access to the site would be provided via Class II bicycle lanes along Alder Creek Parkway and East Bidwell Street and a Class I bicycle path along U.S. 50 and East Bidwell Street. In addition, a Class II Bicycle Lane would be provided along McCarthy Way. The Class I Bicycle Path identified in the FPASP along portions of East Bidwell (including both Parcel 1 and Parcel 2) parallel to U.S. 50 would be constructed in the future, by the City as a separate project. The project would provide rough grading and a retaining wall to accommodate the planned alignment of the Class I Bicycle Path along its boundary.

New sidewalks and pedestrian walkways providing access to the site are shown in the conceptual site plan. New sidewalks would be constructed on the site perimeter, on McCarthy Way along the western frontage, Alder Creek Parkway along the northern frontage, and approximately 600 feet along East Bidwell Street. Internal walkways would be provided along most of the perimeter roads and access points, providing pedestrian access to the project buildings from the project boundary and across parking lots. Pedestrian crossings would be provided across each leg of the new roundabout on McCarthy Way.

The FPASP identifies Alder Creek Parkway as a future transit corridor with transit service to be designed and implemented by Sacramento Regional Transit (SacRT). There are transit stops planned for both directions of travel at the intersection of Alder Creek Parkway and McCarthy Way. The project does not propose any changes to the BRT identified in the FPASP.

## PARKING

The project would provide 1,275 parking spaces, of which 100 spaces would be designated as electric vehicle charging spaces and a minimum of 28 spaces would be accessible. Accessible parking spaces would be provided throughout the site and would require an accessible path of travel to main building public entrances. Due to the likelihood of patient and visitor mobility impairments, a minimally sloped path of travel would be provided, with curb cuts and curb ramps as required. From a patient safety standpoint, onsite stairs and ramps are discouraged. In addition, the site is maximized for parking spaces, as typically hospital patients have more friends and family visitors who arrive in separate vehicles. The project would also provide 56 bicycle parking spaces, 20 at each of the medical office buildings and 16 at the hospital building.

### 2.4.3 Heliport Design

The proposed heliport would accommodate patient transport to the hospital for emergency care and to other hospitals where a higher level of emergency care is available. The heliport would be designed to accommodate aircraft similar to the Airbus H145 helicopter model and constructed and operated in accordance with the guidance and requirements of the Federal Aviation Administration (FAA) and the California Department of Transportation (Caltrans). Final approach and takeoff area would be coordinated with FAA and Caltrans and would incorporate required lighting requirements for safe landing and departure of helicopters. See conceptual heliport shown in Figure 2-3.

The heliport would be lighted in accordance with FAA Advisory Circular 150/5390-2C (Heliport Design), Chapter 4 (Hospital Heliports), Section 415 (Heliport Lighting), respectively, including, but not limited to, obstruction lighting, landing pad perimeter lighting, and other related lighting. Helicopters would use typical running lights, which would include red and green right-of-way lights on the sides of the aircraft and a strobe light to indicate the helicopter's position in low-visibility conditions.

## 2.4.4 Site and Building Lighting

Site and building lighting would be designed to establish a welcoming and safe campus. Buildings, parking areas, pedestrian pathways, areas of respite, and open plazas would be illuminated consistent with Folsom Municipal Code requirements. Free-standing parking lot lighting would be a maximum 30 feet in height.

## 2.4.5 Site Signage

Site signage would include distant read pylon and distant read skyline signs intended to be viewed from U.S. 50, monument signs at entry points, monument directional, two-post directional, and two-sided blade signs within the campus boundaries, and porte cochere and skyline signs on buildings. The proposed height of the freestanding sign adjacent to U.S. 50 would be 80 feet in height and may include internal illumination distant read freeway signage that would provide visualization of the medical center from both east and westbound traffic along U.S. 50. Potential sign locations are shown in Figure 2-6.

Wayfinding would be included in the project design. Comprehensive wayfinding design influences positive patient and visitor outcomes by reducing stress and minimizing visitor disorientation. The project's signage program is a comprehensive design that begins with the patient or visitor leaving their home, and their arrival at the project site.

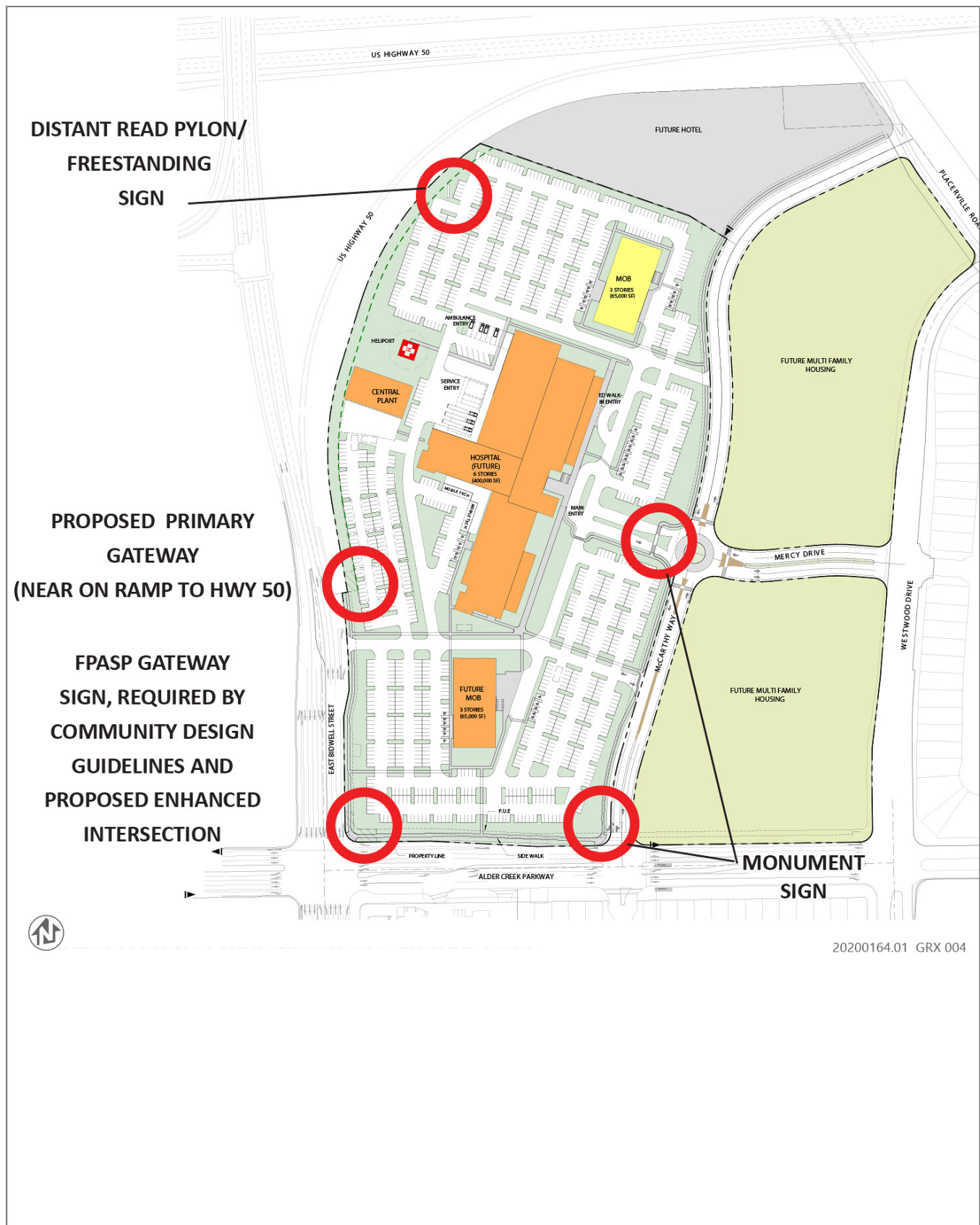
## 2.4.6 Landscaping Improvements

Landscaping would include installation of hardscape and softscape features as show in Figure 2-7. Pedestrian sidewalks and paths would be simple gray concrete flat work. Enhanced areas of cast concrete pavers or integrally colored concrete would be considered for building entries, pathway nodes, and therapeutic garden spaces to enhance the visitor experience and help with self-navigation. A limited use of stabilized decomposed granite pavement in low-traffic areas would be considered to create secondary walking paths or patient relaxation areas.

Landscape plantings would be designed for sustainability and ease of maintenance. All plant material would be California-adapted, long-lived, non-toxic, non-invasive, and have a very low, low, or medium water use rating according to the water use classification of landscape species rating system. California native plant species would be incorporated where appropriate. Mowed lawn areas would be limited to small areas and would not exceed 5 percent of the total landscaped area. Street trees on frontages along East Bidwell Street and Alder Creek Parkway would be consistent with streetscape conditions described in the FPASP. Evergreen screening trees would be planted along the northwestern portion of the site where it borders U.S. Highway 50. Trees would be planted throughout the parking lot areas such that within 15 years, 50 percent of the parking lots would be shaded at midday. The irrigation system for plantings would be fully automatic and designed in compliance with California's Model Water Efficient Landscape Ordinance and the City of Folsom's current irrigation standards to maximizing water use efficiency while maintaining plant health. Specific measures would include:

- ▶ Internet-connected 'Smart' irrigation controller(s) with weather sensors that automatically adjust watering times based on seasonal evapotranspiration data.
- ▶ Flow sensor and master valve assembly to monitor water use and shut off system in case of leaks.
- ▶ In-line subsurface drip emitter lines to irrigate all shrub/ground cover plantings.
- ▶ At-grade bubblers (2 bubblers per tree) at all trees with trees grouped on their own valves, separate from understory plantings.
- ▶ Irrigation hydrozones organized based on similar plant water requirements and solar exposure.

The entire system would utilize 'purple pipe' components to support future conversion to a recycled or reclaimed water source to be provided in the future by City of Folsom.



Source: Figure produced by Devenney Group Ltd., Architects in 2020.

**Figure 2-6 Potential Sign Locations**

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Source: Figure produced by Devenney Group Ltd., Architects in 2020.

Figure 2-7      Conceptual Landscape Plan







## 2.4.7 Infrastructure Improvements

### ON-SITE INFRASTRUCTURE IMPROVEMENTS

#### Water Supply Service

Water supply services would be provided to the project by the City of Folsom under the Folsom Plan Area Water Supply Agreement. The Folsom Plan Area Water Supply Agreement covers an estimated water demand of 5,600 acre-feet per year, consistent with the water demand analyzed in the FPASP EIR/EIS. The water demand associated with the project is estimated to be 156 acre-feet per year, a 126 acre-feet per year increase above previously considered demand for Parcel 85a. The project would result in a total water demand of 5,485 acre-feet-per-year for the entire FPASP. Water demand for the project in relation to the water supply agreement is shown in Figure 2-8. Proposed on-site water supply infrastructure to serve the project is shown in Figure 2-9.

The *Folsom Plan Area Water System Master Plan* (Brown and Caldwell 2014) identifies five water pressure zones in the FPASP area. To provide the high-pressure water requirements for the medical center, the project site would be served by Zone 4 infrastructure. The project would have two points of connection to the Zone 4 infrastructure and would require off-site improvements necessary to provide the Zone 4 connection to Parcel 1, as shown in Figure 2-10. This improvement is part of the South of Highway 50 Backbone Infrastructure Project and its environmental impacts were addressed in the *South of Highway 50 Backbone Infrastructure Project Initial Study and Mitigated Negative Declaration*.

At the time of this analysis (March 2021), Zone 4 infrastructure is being served by the Zone 5 tank until the Zone 4 tank is constructed. A Hydraulic Analysis Technical Memorandum has been prepared by Peterson Brustad Inc to determine the timing for construction of the Zone 4 tank and its required size, see Appendix I. Pending completion of the Zone 4 tank and in light of the fact that the higher water pressure (pounds per square inch) is not needed for early phases of the project, initial water needs of the project site would be fulfilled by the Zone 4 infrastructure supplied by the existing Zone 5 tank. Completion of the Zone 4 Tank would be required when overall demand for the Zone 5 tank exceeds 1.3 million gallons, which is anticipated to occur in 2024 (PBI 2021). Upon completion of the Zone 4 tank, Zone 4 infrastructure would cut over from the Zone 5 tank to the Zone 4 tank.

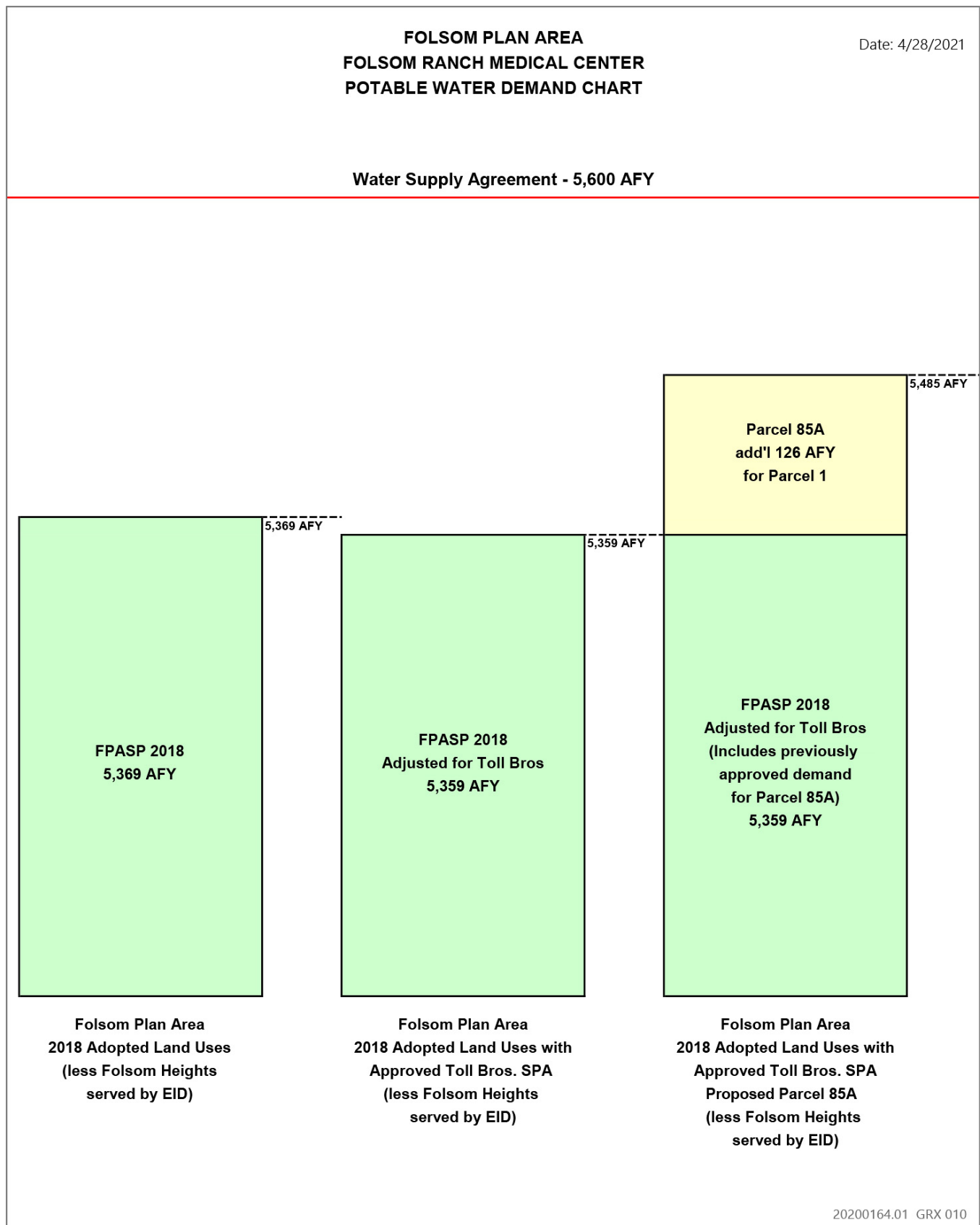
In addition, the medical center would include two on-site underground water storage tanks, as shown in Figure 2-3. On-site storage tanks are required to meet California Plumbing Code requirements for emergency potable water supply to support 72 hours of continuing operation in the event of an emergency.

#### Wastewater Service

Wastewater service would be provided to the project by the City of Folsom. Points of connection would be provided to the site and no off-site improvements would be required. Proposed on-site wastewater infrastructure to serve the project is shown in Figure 2-9. In addition, the medical center would include four on-site underground wastewater storage tanks for emergency use, as shown in Figure 2-3. On-site storage tanks are required to meet California Plumbing Code requirements for emergency potable water supply to support 72 hours of continuing operation in the event of an emergency.

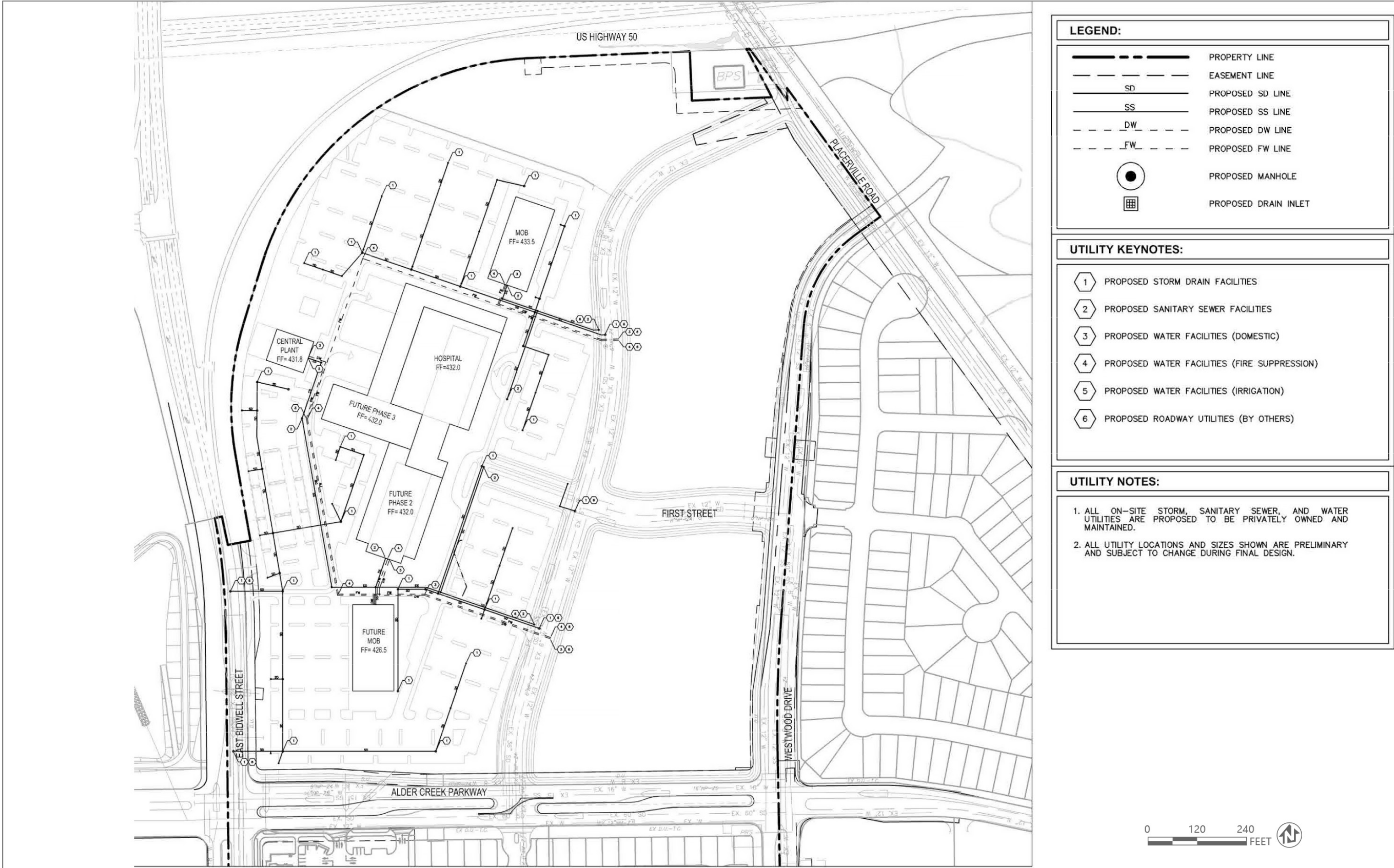
#### Recycled or Reclaimed Water Service

Recycled or reclaimed water service is not yet available to the project site. However, the project is proposing to include purple pipe infrastructure throughout the site to facilitate connection in the future. When this service becomes available, Dignity Health proposes to use recycled or reclaimed water for landscape irrigation and potentially other allowable uses.



Source: Figure produced by MacKay & Soms in 2021.

**Figure 2-8 Folsom Plan Area Specific Plan Amendment Potable Water Demand Chart**

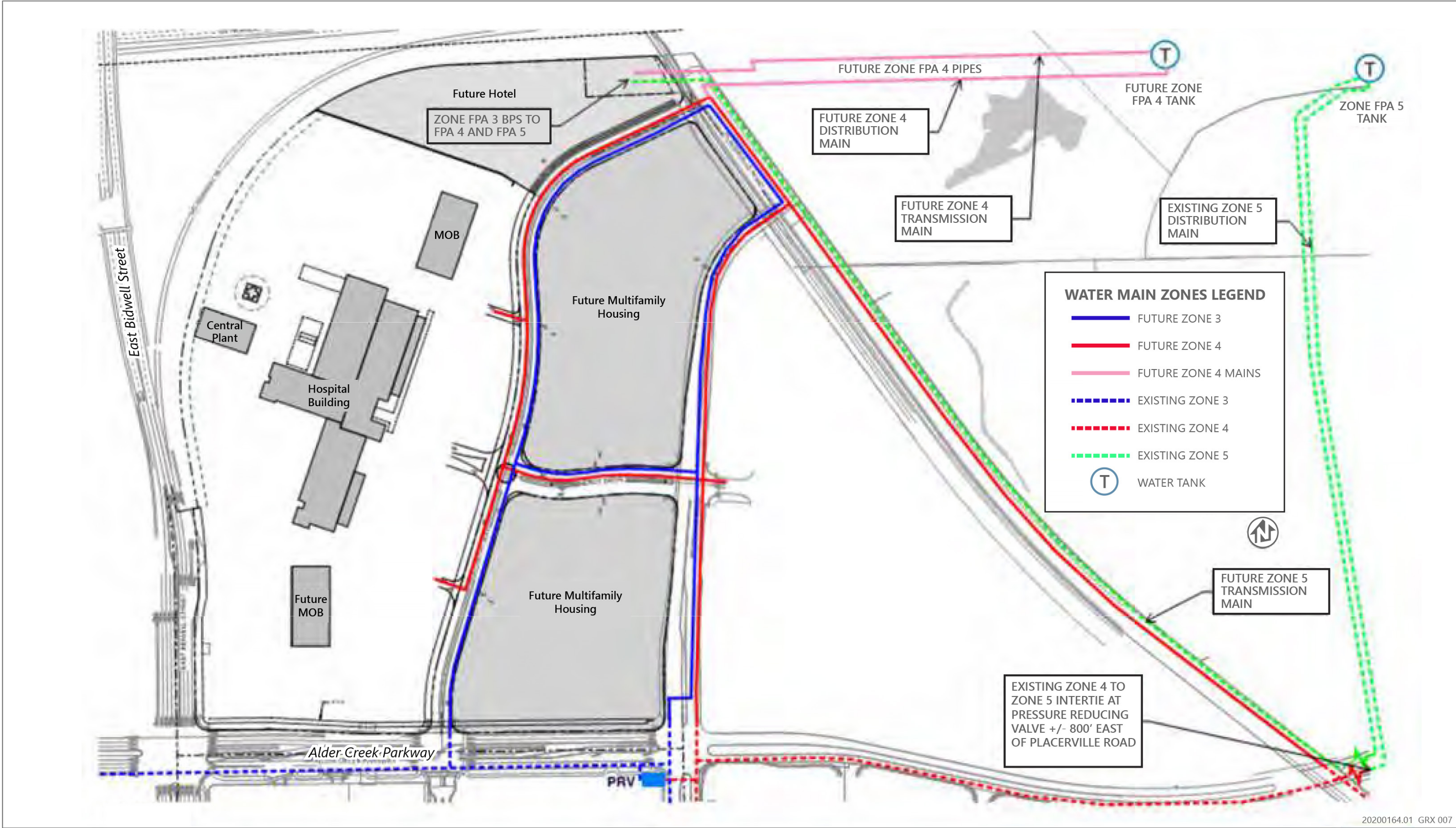


Source: Figure produced by Devenney Group Ltd., Architects in 2020.

Figure 2-9 Conceptual Utility Plan







Source: Figure produced by Devenney Group Ltd., Architects in 2020. Adapted by Ascent Environmental in 2021.

Figure 2-10 Conceptual Water Supply Plan



## Electrical Service

Electrical service would be provided to the project by Sacramento Municipal Utility District and through the on-site generation of renewables, including a planned solar photovoltaic system. The project would install solar photovoltaic arrays over a portion of the surface parking lot. The project would also include emergency generators.

Provision of electrical service to the project would require the installation of on-site improvements as summarized below by Phase:

### Phase 1

- ▶ One 480 volt (V) – 208V/120V pad mounted transformer to support a 65,000 square foot medical office building with a calculated demand load of 0.77 megavolt amperes (MVA) and a transformer capacity ranging from 750 kilovolt ampere (KVA) to 1000 KVA.

### Phase 2

- ▶ One 3-Way 12 kilovolt (KV) service switch to support the central utility plant with a calculated demand load of 3.54 MVA and a max capacity not to exceed 4 MVA.
- ▶ One 3-Way 12KV service switch to support the 400,000 square foot in-patient hospital with a calculated demand load of 3.54 MVA and a max capacity not to exceed 4 MVA.
- ▶ Two 12KV service feeds that would converge into the central utility plant building. Each 12KV feed would energize a medium-voltage (MV) switchgear. Both MV switchgears would be connected via a tie-breaker which would be set to N.O. under normal conditions. The tie-breaker would be capable of switching the load over to a single feed in the event of a circuit failure on either one of the two services. The two 12KV service feeds would include a kirk-key interlock system so that the two services could not be paralleled through the normally open tie-breaker. If both services would be served via a single service, the load would be curtailed so that it would not exceed the maximum 4 MVA per service. A concrete encasement would not be required for the 12KV feeds.

### Phase 3

- ▶ One 480V – 208V/120V pad mounted transformer to support a 65,000 square foot medical office building with a calculated demand load of 0.77 MVA and a transformer capacity ranging from 750 KVA to 1000 KVA.

## Natural Gas Service

Natural gas service would be provided to the project by Pacific Gas and Electric. Installation of a minimum 4" (5 PSI) medium pressure gas main would be required to serve Phase 1. During a future phase depending on demand, a minimum 6" (5 PSI) medium pressure gas main would be required to serve project.

## Energy Use and Efficiency

Construction and operation of the undeveloped site would generate an increase in fossil fuel consumption, consistent with the FPASP. The FPASP identifies Alder Creek Parkway as a future transit corridor with transit service to be designed and implemented by SacRT. There are transit stops planned for both directions of travel at the intersection of Alder Creek Parkway and McCarthy Way. The project does not propose any changes to the Bus Rapid Transit (BRT) identified in the FPASP.

Energy efficiency would be addressed in building design, in compliance with the FPASP and the California Building Codes. In addition, Dignity Health has had its own renewable energy goals for its facilities, since 2010, which target below code required energy efficiency in the design and construction of new acute care buildings.

## Solid Waste Services

Solid waste services would be provided to the project by the City of Folsom. The hospital and medical office buildings would have solid waste containers/ dumpster enclosures. The buildings are anticipated to have special solid waste service, utilizing commercial containers.

## OFF-SITE INFRASTRUCTURE IMPROVEMENTS

In addition to on-site infrastructure improvements needed for the medical center, the project includes infrastructure improvements for Parcel 85a, adjacent roadways, and stormwater drainage (see Figure 2-11). These infrastructure improvements are not solely required for the project. Rather, the infrastructure improvements are included in this addendum as the medical center is the first development proposed for Parcel 85a and the infrastructure improvements are needed in advance of any building construction. Thus, while mass grading and other infrastructure improvements would occur on Parcels 2, 3, and 4 and other off-site locations, no entitlements on Parcels 2, 3, and 4 of Parcel 85a are included as part of the project. Development of Parcel 85a under its current land use designations was addressed in the Addendum for the Folsom Plan Area Specific Plan Amendment for the Westland Eagle Project (Eagle Environmental Document).

### Infrastructure Improvements Included in the South of Highway 50 Backbone Infrastructure Project

The project would construct off-site infrastructure improvements previously analyzed in the *South of Highway 50 Backbone Infrastructure Project Initial Study and Mitigated Negative Declaration* (Backbone Infrastructure IS/MND) prepared by Raney in December 2014. Mitigation measures identified in the Backbone Infrastructure IS/MND that are applicable to the project and are required to be implemented by the project have been incorporated in the MMRP attached in Appendix A.

#### Roadway Improvements

The project would include roadway and associated utility improvements along East Bidwell Street, Alder Creek Parkway, Westwood Drive, and Placerville Road. Improvements would include grading of the roadway alignments, and associated storm drain, sewer, water, and dry utilities. These improvements were previously analyzed in the Backbone Infrastructure IS/MND and the project would be subject to mitigation measures identified in the Backbone Infrastructure IS/MND.

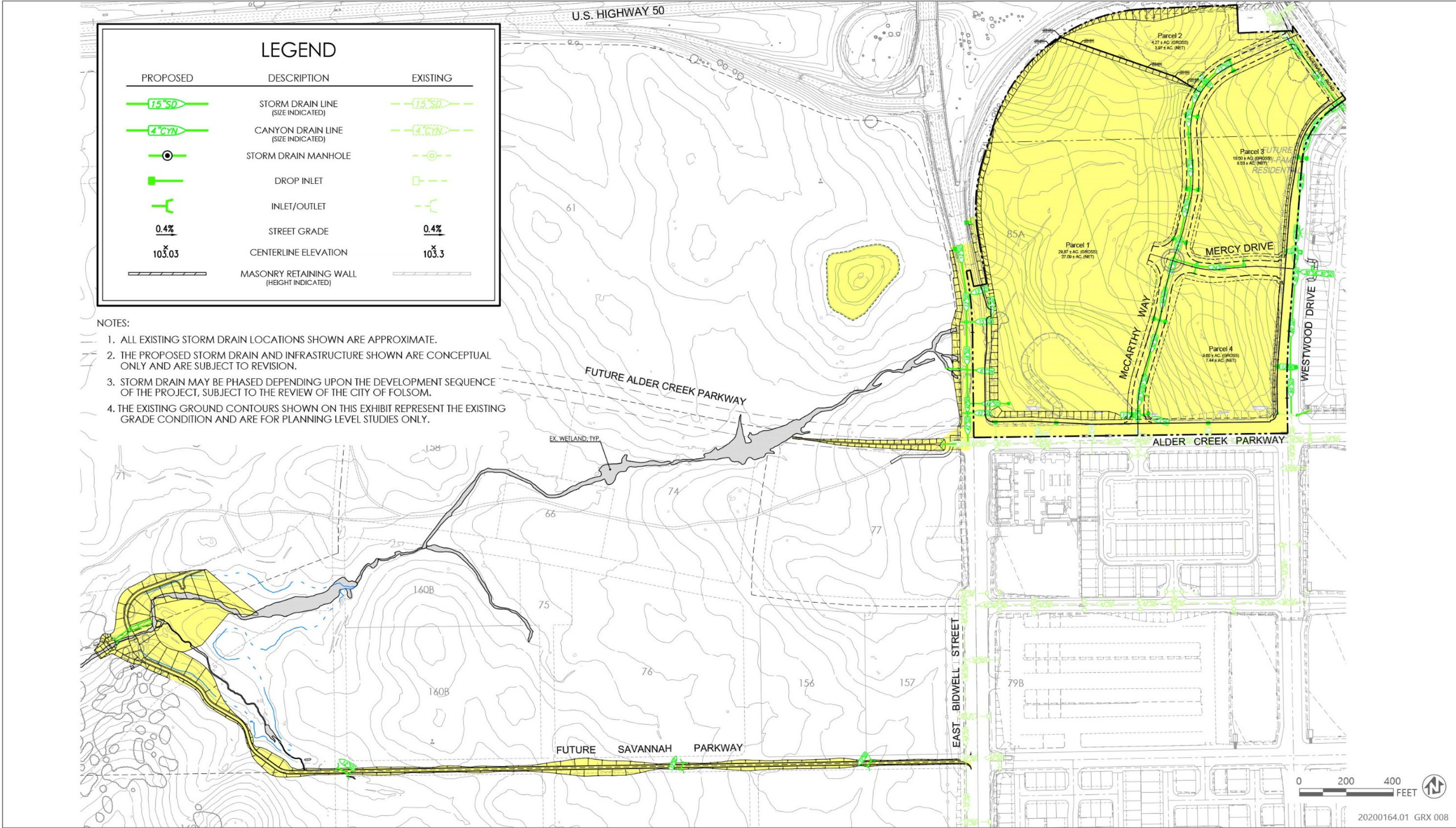
#### Storm Drainage Improvements

Construction of an off-site storm drain outfall swale and an off-site hydromodification basin #8 (HMB #8) would be required to convey and treat storm drainage. The swale would be located just west of the Alder Creek Parkway and East Bidwell Street intersection and HMB #8 would be located southwest of the medical center, just north of the proposed Savannah Parkway roadway alignment. HMB #8 is a component of the approved South of Highway 50 Backbone Infrastructure Project. On-site storm drain infrastructure, shown in Figure 2-8, would collect and convey stormwater runoff to HMB #8 which would have an outlet structure with a low flow orifice at the base to meter out the stormwater volume, staged weirs for hydromodification, and a spillway for events larger than the 100-year 24-hour event. The outlet structure would discharge to a tributary of Alder Creek. HMB#8 would provide stormwater quality, hydromodification, and peak flow attenuation. The on-site storm drain infrastructure would be sized to adequately convey the 100-year event to minimize street flows. Proposed drainage infrastructure would tie into existing drainage infrastructure in a portion of Alder Creek Parkway to the south of the Folsom Ranch Medical Center.

### Parcel 85a Improvements

The project would include mass grading of the entire Parcel 85a site, which includes Parcel 1 (medical center), and Parcels 2, 3, and 4. Existing topography on the Parcel 85a site ranges from approximately 470 feet to 400 feet in elevation and generally falls in the southwest direction. The Parcel 85a site would be mass graded to provide a developable parcel that would range from 439 feet above sea level in the northeast portion of the site to 419 feet above sea level at the southwest portion of the site. The surrounding roadway adjacent to the site would follow contours of 453 feet above sea level at the U.S. 50 onramp. At the north end of East Bidwell Street, closest to the onramp, the roadway elevation would be 428 feet above sea level, and then the roadway would slope in the southbound direction to 415 feet at the centerline intersection of East Bidwell Street and Alder Creek Parkway. From that centerline of 415 feet, the roadway of Alder Creek Parkway would rise eastward to 425 feet at the centerline intersection of Alder Creek Parkway and McCarthy Way. Parcel 1 would be sunken below the surrounding roadways





Source: Figure produced by MacKay & Soms in 2021.

Figure 2-11 Preliminary Grading & Drainage Plan



at 15 feet below at the north end of the site. The site rises to 3 feet above the centerline of roadway at the southwest corner of the site and less than a foot below the centerline of roadways at the southeast corner of the site. The northeast portion of the site is 4 feet below the centerline of the adjacent McCarthy Way roadway. Onsite retaining walls (approximately 2 feet to 6 feet in height) are anticipated to maintain maximum developable areas and intended road grades. Excavation at a borrow site approximately 400 feet west of East Bidwell Street would be required to provide fill material to widen the west side of the East Bidwell Street roadway. Fill material would be moved from the borrow site to the fill location by way of ground-disturbing equipment. The project would also perform grading of roadway alignments for McCarthy Drive and Mercy Way. These roadway alignments would provide circulation within Parcel 85a to facilitate access and circulation for the medical center. Development of Parcel 85a was previously evaluated in the Eagle Environmental Document and will be addressed in this document.

### **Hydromodification Basin #8 Access Roadway**

The project would include construction of a paved access roadway from HMB #8 to East Bidwell Street, within the planned Savannah Parkway alignment. While Savannah Parkway is included in the South of Highway 50 Backbone Infrastructure Project, this improvement was not analyzed in the Backbone Infrastructure IS/MND and will be addressed in this document.

## **2.4.8 Project Construction**

The general construction schedule and phasing for the project, along with a brief description of the construction activities, equipment, materials and services, and workforce associated with project construction, are presented below. Some construction activities and schedules may change as the project design is finalized.

### **CONSTRUCTION TIMING**

The grading and drainage and off-site infrastructure improvements would precede the on-site development. The mass grading and drainage of Parcel 85A and off-site backbone infrastructure improvements are anticipated to start July 2021 and finish in June 2022.

Development of the site is intended to be accomplished over the course of approximately five individual phases. Community needs and business conditions would affect both the order of phases and timing with the ultimate future buildout of the site occurring in a coordinated response to the increased density of the surrounding residential community and the region.

The five building construction phases would occur over 23 years and would begin at the earliest in the second quarter of 2022 and would end approximately in the first quarter of 2045. Building construction anticipated for each phase is outlined in Table 2-1. However, changes in the demand for medical services, general upturns or downturns in the economy, population growth, and a variety of other factors could affect the actual timing and/or order of construction.

Construction of the project is proposed to occur between 7 a.m. and 6 p.m. Monday through Friday and 8:00 a.m. to 5:00 p.m. on weekends and holidays.

### **CONSTRUCTION WORKFORCE AND EQUIPMENT**

Over the project construction period, Dignity Health would hire construction contractors that are expected to employ a skilled workforce, including cement finishers, ironworkers, pipe fitters, welders, carpenters, electricians, riggers, painters, operators, and laborers. The average daily workforce would consist of approximately 65 construction workers. However, during peak construction periods, approximately 150 construction workers would be on-site daily. The entire construction workforce is anticipated to come from the construction labor pool available in the region (e.g., Sacramento, Placer, and El Dorado Counties). The actual number of construction workers hired would be



determined by the selected construction contractor for the project. Construction workers would park on the project site within the construction staging area.

The types of equipment assumed to be required for construction of the medical center and off-site improvements are listed below. The actual types of construction equipment to be used would be determined by the selected construction contractor for the project.

- ▶ 100-ton rubber tire crane
- ▶ Large excavator (Komatsu PC 400, CAT 345 or equivalent)
- ▶ Steel wheel compactor (CAT 825 or equivalent)
- ▶ Ride-on compactor
- ▶ Manlift
- ▶ Loader
- ▶ Small paddle wheel scraper
- ▶ Large bulldozer (CAT D9 equipped with single or multiple shank rippers or equivalent)
- ▶ Small bulldozer
- ▶ Motor graders
- ▶ Dump truck
- ▶ Water truck
- ▶ Haul truck
- ▶ Smaller support tools

## CONSTRUCTION ACTIVITIES

This section summarizes the general types of construction activities anticipated for building construction.

### Construction Staging

Equipment and materials would be temporarily staged in cleared areas adjacent to proposed building sites during construction. All staging areas would be fenced to prevent unlawful entry and protect public safety.

### Site Preparation and Grading

Site grading would be required to prepare building pads and other site features. Grading activities would involve approximately 450,000 cubic yards of earth moving, including project site grading, Parcel 85a mass grading, adjacent roadways, and storm drain outfall swale and HMB #8 grading. On-site grading activities for the medical center would be balanced and would not require material import or export. Mass grading of the remaining parcels on Parcel 85a and the adjacent roadways would require excavation on a borrow site, located west of East Bidwell Street. Grading of the entire Parcel 85a site (including the medical center site, or Project 1 of Parcel 85a) would encompass 54 acres. Off-site grading to construct HMB #8 on an approximately 18-acre site located southwest of the medical center, north of Savannah Parkway, would also be required and would be balanced and would not require material import or export. In addition, grading would also be required at the off-site storm drain outfall swale.

Any contaminated soil excavated would be managed in conformance with a regional water quality control board–approved soil management program for disposition. Some blasting operations would be anticipated as part of site preparation activities. In addition to grading activities, site preparation is anticipated to involve use of site drainage controls in accordance with the Clean Water Act and the applicable Storm Water Pollution Prevention Plan (SWPPP), dust control in accordance with local ordinances and Airborne Toxic Control Measure requirements,



clearing and stripping, expansive clay mitigation, overexcavation and recompaction of loose/soft/saturated soils, and expose grade compaction.

## Building Construction

All project buildings would be constructed following the same general procedure. First, the foundation would be poured; then the structural frame would be erected. This would be followed by construction of the exterior building enclosure, and then buildout of the interior would be completed.

The proposed structures would consist of a multitude of building materials, including cement, stucco, and stone claddings; glass panels; aluminum and steel beams, poles, and columns; and screens ranging in permeability and made of different materials. The FPASP area has grassland and oak savannah and is likely used as a bird movement corridor. Bird friendly design strategies would be addressed in the exterior building and lighting design of the hospital, where large expanses of curtainwall may occur. To deter bird collisions, highly reflective glass, along with mirrored glass would not be included in the building design. Fly through conditions where glass provides a clear line of sight to birds would not be provided in the design. Planning for a bird friendly building may include use of UV patterned glass, fritted glass, and low reflectance, opaque glass such as spandrel glass, window films or solutions applied to interior glass, such as interior window shades, or a combination thereof. Landscaping adjacent to the curtainwall façade would be low level. The project would also specify exterior light fixtures that shield the light source to minimize glass and light trespass and facilitate better vision at night for birds.

During project construction, deliveries of materials, such as concrete, structural steel, electrical equipment, and insulation, would be required. Deliveries also would be necessary for additional construction services equipment (e.g., portable toilets, temporary office trailers for construction contractors). Materials generally would be delivered by truck.

## 2.4.9 Project Operations

The project would consist of medical office and hospital uses. The facilities constructed during each phase of the project would become operational upon completion and would continue to operate during construction of subsequent phases.

## PROJECT EMPLOYMENT, VISITATION, AND DELIVERIES

Table 2-2 shows the projected number of employees, visitors, and deliveries associated with each phase of the project.

**Table 2-2 Proposed Employment, Visitation, and Deliveries**

Phase	Building	Employees		Visitors		Deliveries	
		Weekdays	Weekends	Weekdays	Weekends	Weekdays	Weekends
		# full-time (3.05 trips/employee/day)		# visitors per day (2.6 persons/vehicle)		# truck trips per day	
1	Medical Office Building	126	5	585	30	5	0
2	Hospital (100 beds)	788	591	466	466	24	0
3	Medical Office Building	171	0	648	0	5	0
4	Hospital Expansion (100 beds)	1,576	1,182	931	931	30	0
5	Hospital Expansion (100 beds)	2,365	1,774	1398	1398	35	0
Total		2,662	1,779	2,631	1,428	45	0

## HELICOPTER AND AMBULANCE TRIPS

The anticipated average number of ambulance and helicopter trips during operation of each phase are summarized in Table 2-3.

**Table 2-3 Number of Anticipated Average Ambulance and Helicopter Trips to the Hospital**

Phase	Ambulance Trips per Day	Helicopter Trips per Week
1	0	0
2	24	2
3	24	2
4	47	2
5	71	2

## HAZARDOUS MATERIALS, EXHAUST, AND COMBUSTION FLUE GAS

Project operations would require the use and disposal of potentially hazardous materials. The medical offices and hospital would establish a Hazardous Materials and Waste Policy and Program for safe handling and disposal of hazardous materials and chemicals and would maintain an inventory of hazardous materials used or stored in compliance with California Code of Regulations, Title 8, Section 5194, "Hazard Communication." Operation of the hospital and associated medical facilities would require the routine use of hazardous materials. These materials generally consist of, but are not limited to, acids, bases, flammable liquids, organic and inorganic reagents, stains and dyes, compressed gases, pharmaceuticals, and radioactive materials. Many of the hospital's diagnostic laboratory procedures would involve the use of small quantities of chemicals. The pathology laboratory and morgue facilities may use aqueous solutions containing formaldehyde as a preservative. Bulk storage of hazardous chemicals and gases would be maintained in compliance with the Hazardous Materials Release Response Plans and Inventory requirements in the California Health and Safety Code and California Code of Regulations.

The proposed hospital and medical office buildings would have environmental exhaust systems. Environmental exhaust would include general building relief, toilet exhaust, kitchen exhaust and similar. The hospital would also have health care exhaust systems. Health care exhaust would include exhaust discharged from isolation rooms, pharmacy operations, and similar. All exhaust discharges would be in compliance with the appropriate California Mechanical Code.

In addition to combustion exhaust gas discharged from emergency generator(s) at the central utility plant, combustion flue gas would be discharged from steam and heating hot water boilers at the central utility. If the boilers have a combined rating greater than 1.0 million British thermal units per hour, a Sacramento Metropolitan Air Quality Management District permit would be required.

## 2.5 REQUIRED DISCRETIONARY ACTIONS

### 2.5.1 Lead Agency

The City of Folsom is the Lead Agency for this project and is responsible for approving any entitlements or permits. Table 2-4 shows the entitlements, approvals and permits that would be required to develop the project.

**Table 2-4 Entitlements, Approvals and Permits**

Entitlement/Approval or Permit Needed	Decision-Making Body
Planned Development Permit	Planning Commission
Development Agreement Amendment	Folsom City Council
Conditional Use Permit (Heliport)	Planning Commission

## 2.5.2 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

- ▶ Federal Aviation Administration actions under Federal Aviation Regulation Part 77 and Part 157 regarding objects affecting navigable air space and establishment of a heliport.

### STATE ACTIONS/PERMITS

- ▶ California Department of Transportation Division of Aeronautics permitting of the hospital heliport under Section 21666 of the Public Utilities Code (requires land use consistency by the Airport Land Use Commission (i.e., Sacramento Area Council of Governments).
- ▶ California's Office of Statewide Health Planning and Development Facilities Development Division approval of a building permit and certificate of occupancy
- ▶ California Department of Public Health approval of a radioactive material license and licensing to operate the hospital and other health care facilities

USACE Section 404 Permit was previously issued for the Mangini Ranch property on August 6, 2014 (Mangini Ranch 404 permit; SPK-2013-00486), modified on May 2, 2016, April 6, 2017, June 21, 2017, June 20, 2018, and extended on July 1, 2019. A USACE Section 404 Permit was issued for the Carpenter Ranch property on July 25, 2014 and modified and extended on July 11, 2019 (Carpenter Ranch 404 permit; SPK-2006-00984). In addition, the Backbone Infrastructure Permit (Backbone 404 permit; SPK-2007-02159) was issued on June 6, 2014, modified on March 17, 2017, and extended on January 16, 2019. These permits cover the project and no additional USACE Section 404 Permit is required. The project is required to comply with the applicable conditions of all USACE Section 404 Permits.

### REGIONAL AND LOCAL ACTIONS/PERMITS

- ▶ Sacramento Municipal Utility District (SMUD) approval of electrical conveyance facility improvements
- ▶ Sacramento Metropolitan Air Quality Management District approval of an Authority to Construct and Permit to Operate

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## **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?
<b>1. Aesthetics. Would the Project:</b>				
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 EIR/EIS examined the potential impacts to aesthetics due to the development of the FPASP and found that impacts to scenic vistas and visual character would be significant. Implementation of Mitigation Measures 3A.1-1 and 3A.1-4 would reduce impacts to scenic vistas and visual character, but impacts would remain significant and unavoidable. Mitigation Measure 3A.1-5 would reduce impacts from new sources of light and glare to a less-than-significant level by establishing on-site lighting standards, requiring conformance with general plan standards, and requiring project applicant(s) of all project phases to prepare and implement a lighting plan. Mitigation Measure 3A.1-5 would also reduce impacts associated with effects from skyglow. However, because of the scale and location of the FPASP, effects of new skyglow would remain significant and unavoidable. The Eagle Environmental Document and Backbone Infrastructure IS/MND also evaluated aesthetic impacts in relation to the FPASP EIR/EIS analysis.

The project would construct a medical campus consistent with the commercial land use designation identified for the site in the FPASP (Figure 2-4 and 2-5). The maximum building height in the FPASP General Commercial Development Standards Table A.11 is 50 feet for the project site. This variance is requested as part of the Planned Development Permit to allow up to six stories and 120 feet in height excluding the rooftop mechanical units and screens. Building heights and massing proposed for the project are similar to buildings of existing development near the FPASP (north of U.S. 50) that include the Safe Credit Union Building, Trimark Building, and Hampton Inn and Suites Building. In addition, the project site finished grade would be greater than 15 feet lower than existing grade of U.S. 50 that would further reduce the appearance of the project massing from these public views and other public views from the north. As shown in Figure 2-7, the project would include landscaping to soften the developed character of the site. The project would occur within the same development footprint evaluated in the FPASP EIR/EIS and would not result in a substantial change to the visual character of the FPASP and would not result in a substantial change in the nature of development analyzed in the FPASP EIR/EIS. The project would implement Mitigation Measures 3A.1-1, 3A.1-4, and 3A.1-5 to reduce impacts.

Improvements associated with Parcel 85a and off-site infrastructure improvements would support the project and other planned growth consistent with FPASP and the South of Highway 50 Infrastructure Project and would not result in changes in the anticipated visual character of the FPASP at buildout.

Thus, no new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Accordingly, the project would not create any new or substantially more severe impacts to aesthetics 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. Refer to the MMRP (Appendix A) for the full text of each mitigation measure.

- ▶ Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50
- ▶ 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.

The following mitigation measures were referenced in the Backbone Infrastructure IS/MND and would continue to remain applicable if the project was approved. Refer to the MMRP (Appendix A) for the full text of each mitigation measure.

- ▶ Mitigation Measure I-1: Design Above Ground Pump Station and Storage Tank Facilities to Reduce Visual Impacts
- ▶ Mitigation Measure I-2: Develop and Implement a Landscaping Plan for Pump Station and Storage Tank Facilities to Reduce Visual Impacts

## 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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?
<b>2. Agriculture and Forestry Resources. Would the project:</b>				
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. No new circumstances or project changes have occurred nor has any new information been found requiring new analysis or verification. Accordingly, the project would not create any new or substantially more severe impacts to agriculture and forest resources not previously 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?
<b>3. Air Quality. Would the project:</b>				
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, mitigation has been updated
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 ( $PM_{10}$ ) (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).

The Eagle Environmental Document and Backbone Infrastructure IS/MND also evaluated air quality impacts in relation to the FPASP EIR/EIS analysis.

## IMPACT DISCUSSION

### Short-Term and Long-Term 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.,  $PM_{10}$ ), 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  $PM_{10}$  emissions concentrations (e.g., 2.5 micrograms per cubic meter [ $\mu g/m^3$ ]) and  $PM_{2.5}$  concentrations (e.g., 50  $\mu g/m^3$ ) that exceed the NAAQS or CAAQS.

Construction of the medical center site would be conducted in a series of five phases, totaling 114 months (9.5 years), over a period of 23 years, from April 2022 to March 2045. Although construction of off-site improvements would likely occur in advance of Phase 1, the air quality analysis assumes that construction of the off-site improvements occurs during Phase 1, for a conservative assessment. Construction would consist of a 100-bed hospital and two scheduled 100-bed expansions, two medical office buildings, a central utility plant and scheduled expansion, and a heliport. Emissions from construction worker commute trips and off-road construction equipment would result in

exhaust emissions of NO<sub>x</sub>, reactive organic gas (ROG), and PM. Short-term construction-related emissions of criteria air pollutants and precursors, including ROG, NO<sub>x</sub>, carbon monoxide (CO), PM<sub>10</sub>, and PM<sub>2.5</sub> 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 for each phase of activity.

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

Phase	Feature	Construction Period	ROG (lb/day)	NO <sub>x</sub> (lb/day)	CO (lb/day)	Total PM <sub>10</sub> (lb/day)	Total PM <sub>2.5</sub> (lb/day)
1	Medical Office Building 1	Q2 2021-Q2 2023	26.4	16.7	14.5	6.1	3.5
1	Parcels 2, 3, and 4 Mass Grading	Q2 2021-Q2 2023	3.7	38.9	29.8	8.2	4.9
1	Drainage Basin	Q2 2021-Q2 2023	3.7	38.9	29.8	19.9	11.5
1	Access Road	Q2 2021-Q2 2023	2.5	6.0	49.9	6.4	1.5
	<b>Phase 1 Total Maximum</b>	Q2 2021-Q2 2023	36.4	100	124	40.6	21.4
2	Hospital (100 Beds) and Central Utility Plant <sup>a</sup>	Q3 2025-Q1 2028	33.3	25.3	19.9	19.4	11.0
3	Medical Office Building 2	Q2 2029-Q2 2030	60.4	12.9	13.6	6.3	3.4
4	Hospital Expansion	Q4 2032-Q3 2034	25.4	13.7	19.2	2.7	1.6
5	Hospital Expansion and Central Utility Expansion	Q1 2043-Q1 2045	21.2	8.4	18.8	18.5	10.2
SMAQMD Threshold of Significance			None	85	20 ppm 1-hour standard (23 mg/m <sup>3</sup> ); 9 ppm 8-hour standard (10 mg/m <sup>3</sup> )	0 <sup>b</sup>	0 <sup>c</sup>

<sup>a</sup> Includes Heliport construction.

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

<sup>c</sup> 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<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; PM<sub>10</sub> = particulate matter with an aerodynamic diameter of 10 micrometers or less; PM<sub>2.5</sub> = 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. 2021

Construction of the Dignity Health Folsom Ranch Medical Center 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 and off-site improvement construction could result in daily NO<sub>x</sub> emissions in excess of the SMAQMD 85 lb/day threshold during Phase 1. Regarding PM<sub>2.5</sub> and PM<sub>10</sub>, 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 (i.e. Tier 4) diesel engines. These measures, collectively, would represent best available control technologies and would reduce emissions below what is reported above in Table 4-1. Implementation of Mitigation Measure 4.3-1, described below, would be required to reduce maximum daily NO<sub>x</sub> and PM emissions below SMAQMD thresholds. With implementation of Mitigation Measure 4.3-1, maximum daily NO<sub>x</sub> emissions during Phase 1 would be reduced to 31.9 lb/day, and daily PM emissions would be below SMAQMD thresholds of 80 lb/day for PM<sub>10</sub> and 82 lb/day for PM<sub>2.5</sub>. Therefore, no new or substantially more severe air quality impacts would occur from construction mass-generated emissions as a result of the project. The conclusions of the FPASP EIR/EIS remain valid and no further analysis is required.

### Construction-Generated Concentrations of PM<sub>10</sub> Emissions

The FPASP EIR/EIS provides a program-level analysis of construction-generated PM<sub>10</sub> 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 PM<sub>10</sub> concentrations generated during construction. Nonetheless, resultant PM<sub>10</sub> 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 PM<sub>10</sub> 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 PM<sub>10</sub> (fugitive and exhaust) was performed in accordance the SMAQMD CEQA Guide, *Chapter 3: Dispersion Modeling of Construction-Generated PM<sub>10</sub> Emissions* (SMAQMD 2009), to determine PM<sub>10</sub> concentrations at nearby sensitive receptors resulting from the emissions of heavy-duty construction equipment, diesel generators, truck traffic, and fugitive dust associated with the movement of material and equipment. All construction activities and truck traffic would occur at the project site as well as off-site improvement areas.

Short-term construction-related mass emissions of PM<sub>10</sub> were estimated using CalEEMod, as recommended by SMAQMD. See Table 4-1 above for a summary of all emissions. Construction of the medical center site was assumed to begin in April 2022 and conclude in March 2045, occurring over approximately 23 years in a series of five phases, totaling 114 months (9.5 years) of construction. In accordance with SMAQMD guidance, maximum daily emissions of total PM<sub>10</sub> 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 PM<sub>10</sub> emissions to the 24-hour CAAQS for PM<sub>10</sub> of 50 µg/m<sup>3</sup>. Further, SMAQMD considers project-generated emissions of PM<sub>10</sub> 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 PM<sub>10</sub> that are equal to or exceed 2.5 µg/m<sup>3</sup> 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, the maximum PM<sub>10</sub> ground-level concentration generated from construction of the project was estimated to be 3.0 µg/m<sup>3</sup> at off-site locations adjacent to the drainage basin access road. Thus, without further mitigation the maximum ground-level PM<sub>10</sub> concentrations resulting from construction emissions would exceed the SMAQMD threshold, and the project would result in a substantial contribution to the existing adverse air quality in the region. However, with Mitigation Measure 4.3-1, PM<sub>10</sub> emissions would be reduced further, resulting in an estimated maximum construction-related PM<sub>10</sub> ground-level concentration of 2.0 µg/m<sup>3</sup>, not exceeding SMAQMD thresholds of significance. Thus, this impact would be reduced to a less than significant level, resulting in a lesser impact than what the FPASP EIR/EIS determined. For dispersion model and emission rate calculation details and assumptions refer to Appendix B.

### **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<sub>x</sub> and would conflict with air quality planning efforts for ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. 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 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<sub>x</sub> 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.

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. Compliance with these regulations, among others, would reduce air pollutants generated from operational sources, such as natural gas combustion and vehicle-exhaust emissions. Therefore, project-generated ROG and NO<sub>x</sub> 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<sub>x</sub> and PM<sub>10</sub> 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 PM<sub>10</sub> 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 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 because the project is consistent with FPASP land-use design and there would be no new level of service (LOS) impacts beyond what was anticipated in the FPASP EIR/EIS. Thus, cumulative air quality

impacts for localized project-related CO emissions 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 could expose nearby residents and schools to levels that exceed applicable standards as some phases of the medical center are built out, and some residents may be exposed to DPM generated by construction activity. 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.

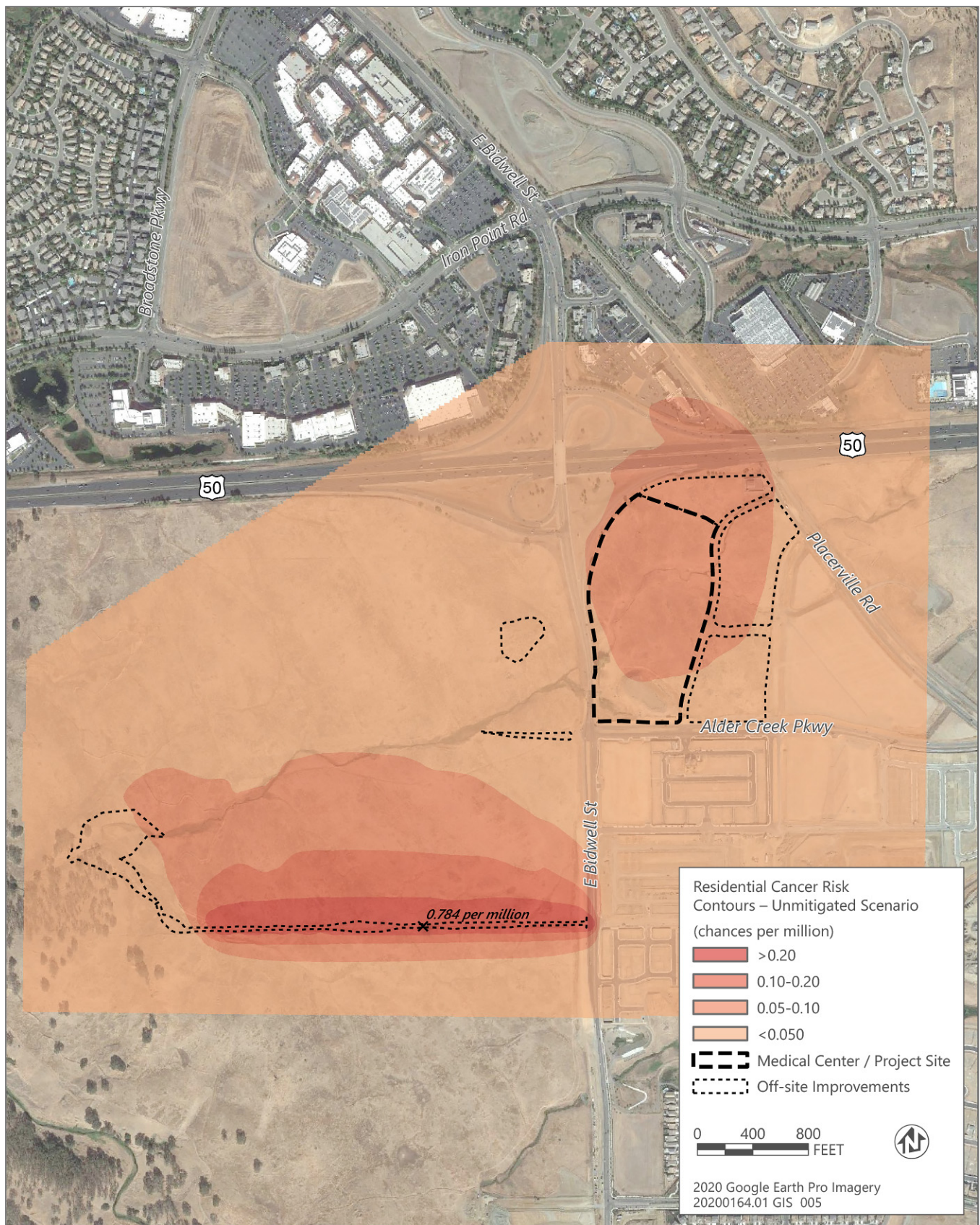
A project-specific construction only health risk assessment was conducted to determine TAC exposure to nearby existing and planned sensitive receptors. Construction emissions of PM<sub>10</sub> (exhaust) were estimated using CalEEMod based on the anticipated construction schedule and the proposed land uses, as well as defaults in CalEEMod. The resulting PM<sub>10</sub> (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 project area including off-site improvements, 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 B for all risk assessment assumptions/calculations and model output files.

The analysis determined that construction would not 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 4-1. The highest cancer risk to receptors proximal to the project site due to construction emissions would be 0.78 per million. This maximum impact would occur along the access road leading to the off-site drainage basin located to the southwest of the main project site. With incorporation of Mitigation Measure 4.3-1 (i.e., 90 percent of off-road construction equipment utilizing Tier 4 engines), maximum risk values would be reduced even further. 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.





Source: adapted by Ascent Environmental in 2021

**Figure 4-1 Residential Cancer Risk Contours**

**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 to reduce exposure of sensitive receptors to operational emissions, including limiting truck idling time during deliveries and locating commercial loading docks at a great enough distance from sensitive receptors to ensure that the incremental increase in cancer risk due to TAC exposure would not exceed threshold, would lessen health-related risks associated with on-site mobile-source TACs, including truck activity at land uses proposed in the FPASP. The proposed project would not generate a high level of truck traffic, and therefore, no new or substantially more severe impacts would occur.

**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 PM<sub>10</sub> 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 PM<sub>10</sub> 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 serpentinite 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 project and off-site improvements 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 project 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. Refer to the MMRP (Appendix A) for the full text of each mitigation measure.

- ▶ Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements
- ▶ 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

The following mitigation measures were referenced in the Backbone Infrastructure IS/MND and would continue to remain applicable if the project was approved. Refer to the MMRP (Appendix A) for the full text of each mitigation measure.

- ▶ Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan
- ▶ Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction
- ▶ Mitigation Measure III-4: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan

In addition to the mitigation measures in the FPASP EIR/EIS and Backbone Infrastructure IS/MND (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 a minimum of 90 percent U.S. Environmental Protection Agency (EPA) certified Tier 4 engines, which will substantially mitigate NO<sub>x</sub> and diesel exhaust (i.e., PM<sub>10</sub>) emissions. The 90 percent shall be calculated by total horsepower and may be weighted by hours of operation. Reporting requirements shall be consistent with Mitigation Measure 3A.2-1a of the FPASP EIR/EIS.

## 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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?
<b>4. Biological Resources. Would the project:</b>				
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). A Clean Water Act Section 401 Technically Conditioned Water Quality Certification (401 Certification) was issued by the Central Valley Regional Water Quality Control Board for all three permit areas within the limits of the project: Mangini Ranch (WDID#5A34CR00581, dated April 10, 2014), Carpenter Ranch (WDID#5A34CR00533, dated July 11, 2014), and Backbone Infrastructure (WDID#5A34CR00519, dated October 18, 2013). In addition, California Department of Fish and Wildlife entered into a streambed alteration agreement with the FPASP applicants on February 11, 2014 (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 Eagle Environmental Document and Backbone Infrastructure IS/MND also evaluated biological resource impacts in relation to the FPASP EIR/EIS analysis.



### Special Status Species

The FPASP EIR/EIS evaluated the impact of the FPASP on 13 special-status plant and 28 special-status animal species which had the potential to occur within the FPASP (Impacts 3A.3-2 and 3A.3-3). The certified EIR/EIS concluded that the following special-status species could be substantially affected by implementation of the FPASP: vernal pool fairy shrimp, vernal pool tadpole shrimp, conservancy fairy shrimp, and valley elderberry longhorn beetle, Swainson's hawk, special-status raptors, western spadefoot, tricolored blackbird, and special-status bats. Impacts to all other special-status wildlife species were considered less than significant. The EIR/EIS identified Mitigation Measures 3A.3-1a through 3A.3-2h to address impacts to special-status wildlife species. The EIR/EIS determined that because the removal of potential habitat for special-status wildlife species could not be fully mitigated and since off-site improvements would not be subject to the City's direct control and the City could not guarantee compliance with the recommended mitigation, impacts would be significant and unavoidable.

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 (CNDDDB 2020). As noted above, the FPASP EIR/EIS evaluated impacts to the tricolored blackbird, considered a species of concern at the time of the EIR/EIS.

In addition to the analysis in the EIR/EIS, the Backbone Infrastructure IS/MND and the Eagle Environmental Document also cover the project site, Parcel 85a, off-site infrastructure improvements (e.g., roadways, utilities, and HM #8) and analyzed impacts to special-status species. The Backbone Infrastructure IS/MND concluded impacts to special status plants, vernal pool invertebrates, valley elderberry longhorn beetle, western spadefoot toad, western pond turtle, Swainson's hawk, tricolored blackbird, nesting raptors, other nesting special status birds and migratory birds, special status bats, and American badger could be potentially significant. The Backbone Infrastructure IS/MND and the Eagle Environmental Document identified mitigation measures to reduce impacts to a less-than-significant level.

A *Biological Resources Technical Report* (ECORP 2021a) was prepared for the project based on review of existing biological resources documented on or near the project area, including information obtained from the EIR/EIS, Backbone Infrastructure IS/MND, and Eagle Environmental Document, (see Appendix C). The report found that impacts to western spadefoot, northwestern pond turtle, Swainson's hawk, burrowing owl, tricolored blackbird, nesting birds, special-status bats, and American badger could be potentially significant for the project (ECORP 2021a). Each of these impacts was previously analyzed in the EIR/EIS and the project would implement mitigation measures identified in the EIR/EIS, Backbone Infrastructure IS/MND, and Eagle Environmental Document, as listed below.

In addition, construction of the project may result in bird mortality as a result of the collisions with on-site buildings. The amount of glass in a building, especially untreated glass, is the strongest predictor of the risk of bird collisions. Under certain conditions, glass on buildings can form a mirror, reflecting sky, clouds, or nearby habitat attractive to birds. Under other conditions, glass may appear transparent or black, which birds may perceive as an unobstructed route. If placed in front of ground level windows, landscaping (e.g., shrubs, trees) can be reflected in these windows, causing birds to collide with the building. Building design would incorporate "bird friendly" building design features crafted by the American Bird Conservancy to deter birds from colliding with buildings. These features include building materials, building size, and photometric characteristics of lighting to make the building visible as a physical barrier and eliminate conditions that create confusing reflections to birds that might cause them to strike the building. All building materials recommended by the American Bird Conservancy have been directly tested for effectiveness by the organization or tested in other ways that were reviewed and deemed acceptable by the organization (American Bird Conservancy 2015 and 2021). To be recommended by the American Bird Conservancy, building design features must demonstrate a significant (i.e., more than 70 percent) reduction in bird strikes. A study examining bird strike rates before and after implementation of bird strike deterrence methods at several buildings (e.g., window treatments) demonstrated that these modifications can reduce bird strikes by up to 94 percent (FLAP Canada 2018). Final selection of building materials to deter bird collisions would be determined as part of building permit submittal.

In addition, protocol-level focused surveys for special-status plants have been conducted for the Folsom South portion of the Project in 2006 and 2009, (Foothill 2006, 2009) and the Carpenter Ranch property in 2009 (Gibson & Skordal 2009) in compliance with EIR/EIS Mitigation Measure 3A.3-3 and Backbone Infrastructure IS/MND Mitigation Measure IV-1. No special-status plant species were found during these surveys. Additional plant surveys were conducted for the majority of the project site in 2019, and no special-status plants were found (ECORP 2021a). The remainder of the project site (i.e., off-site locations) would be surveyed prior to construction. Thus, EIR/EIS Mitigation Measure 3A.3-3 and Backbone Infrastructure IS/MND Mitigation IV-1 remain applicable.

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 FPASP area 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 project would also include building design features that would substantially reduce the potential for bird mortality due to collision with project buildings. 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.

#### **Riparian Habitat or Other Sensitive Natural Community**

The FPASP EIR/EIS evaluated the impact of the FPASP on riparian habitat and valley needle grassland and concluded impacts would be potentially significant (Impact 3A.3-4). The EIR/EIS included Mitigation Measures 3A.3-1a, 3A.3-1b, 3A.3-4a, and 3A.3-4b requiring stormwater erosion and sediment control plans, Clean Water Section 404 permits, Section 1602 Streambed Alteration Agreement, and surveys to identify and map valley needle grassland. The EIR/EIS determined that since off-site improvements would not be subject to the City's direct control and the City could not guarantee compliance with the recommended mitigation, impacts would be potentially significant and unavoidable.

The *Biological Resources Technical Report* (ECORP 2021a) found that sensitive habitat subject to section 1600 of the California Fish and Game Code is present within the project site. In addition, a total of 0.015 acre of valley needle grassland would be impacted by the project (ECORP 2021a). However, these impacts were previously analyzed in the EIR/EIS, Backbone IS/MND, and Eagle Environmental Document and the project would implement all previously identified mitigation measures that would address off-site improvements associated with Parcel 85a and off-site infrastructure improvements under the South of Highway 50 Backbone Infrastructure Project (e.g., roadways, utilities, and HM #8). The project would not result in any new significant impacts or substantially more severe impacts to riparian habitat or other sensitive natural community. 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.

#### **Federally Protected Wetlands**

The EIR/EIS evaluated the impact of the FPASP on federally protected wetlands (Impact 3A.3-1). The EIR/EIS concluded that there would be a potentially significant impact on federally protected wetlands because the FPASP would cause some wetland areas to be filled. Mitigation Measures 3A.3-1a and 3A.3-1b require project applicant(s) of all phases to design stormwater drainage plans and sediment control plans and to secure Clean Water Act Section 404 permits. The EIR/EIS concluded that impacts on federally protected wetlands would remain significant and unavoidable even with implementation of Mitigation Measures 3A.3-1a and 3A.3-1b.

The *Biological Resources Technical Report* (ECORP 2021a) found the project would result in direct impacts from the loss of Waters of the U.S./State, including wetlands, resulting from the placement of fill material. Waters of the U.S./State that would be filled onsite consist of 0.037 acre of vernal pools, 0.571 acre of seasonal wetland swale, 0.439 acre of creek/channel, 0.116 acre of seep, 0.073 acre of ditch, and <0.001 acre of intermittent drainage. In addition, indirect impacts would occur from increased urbanization, reduced water quality, and introduction of invasive plant species. Overall site topography would be substantially altered to achieve level ground for development. These earthmoving activities and resulting gradient changes across the project area could alter hydrologic patterns and adversely affect wetlands and drainage channels retained within the project area, as well as with off-site improvements and grading, by altering hydration periods, peak flows, runoff volumes, and runoff durations. However, these impacts were previously analyzed in the EIR/EIS, Backbone Infrastructure IS/MND, and Eagle Environmental Document and the project would implement EIR/EIS Mitigation Measures 3A.3-1a and 3A.3-1b, Eagle Environmental

Document Mitigation Measures 3A.3-1a and 3A.3-1b, and Backbone Infrastructure IS/MND Mitigation Measure IV-14. The project would not result in any new significant impacts or substantially more severe impacts to federally protected wetlands. 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.

#### **Potential Interference with Wildlife Movement**

The EIR/EIS evaluated the impact of the FPASP on wildlife movement and concluded that the impact would be less than significant (Impact 3A.3-6). The project would generally develop the site with the same pattern and intensity of urban and open space uses. No changes in habitat or migration patterns have occurred since the EIR/EIS was certified. 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.

#### **Blue Oak Woodland**

The EIR/EIS evaluated whether the FPASP would conflict with local policies or ordinances protecting biological resources (Impact 3A.3-5). The EIR/EIS concluded that the removal of blue oak woodland, individual oak trees, and other protected trees would conflict with local ordinances protecting these resources and result in a significant impact. Implementation of Mitigation Measure 3A.3-5 would lessen the impacts on blue oak woodland and other trees because it would require the applicant to implement an oak woodland mitigation plan, and other measures to avoid and minimize impacts on oak woodlands. However, the EIR/EIS concluded that, even with the mitigation, the impact would remain significant and unavoidable because the loss of individual oak trees and blue oak woodland acreage and function would be extensive and would contribute substantially to the regional loss of this resource.

Blue oak woodland is present within the off-site infrastructure component (HMB #8) of the project. The project would impact 1.28 acres of blue oak woodland (Figure 4-2). The loss and degradation of blue oak woodland that would occur with project implementation constitutes an adverse effect on a sensitive natural community regulated by the City under Section 10.2.3 of the FPASP (ECORP 2021a). An Oak Tree Mitigation Plan consistent with the approved Conceptual Oak Tree Mitigation and Monitoring Plan for the FPASP (ECORP 2017) is required to be prepared for the project. In addition, a cluster of trees is located at the southwest corner of the project site (Parcel 1 of Parcel 85a). However, these trees are non-protected trees and disturbance would not conflict with City policies and ordinances.

The project as designed would result in impacts to blue oak woodland and individual oak trees as originally analyzed in the EIR/EIS. Implementation of EIR/EIS Mitigation Measure 3A.3-5, Eagle Amendment Mitigation Measure 3A.3-5, and Backbone IS/MND Mitigation Measure IV-15 are still applicable to reduce impacts blue oak woodland and individual oak trees. 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.

#### **Conflict with an Adopted Habitat Conservation Plan**

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 FPASP area 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**

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, and 3A.3-4a have previously been completed or are not applicable to the project, as identified in the *Biological Resources Technical Report* prepared for the Dignity Health Medical Campus Project (ECORP 2021a).

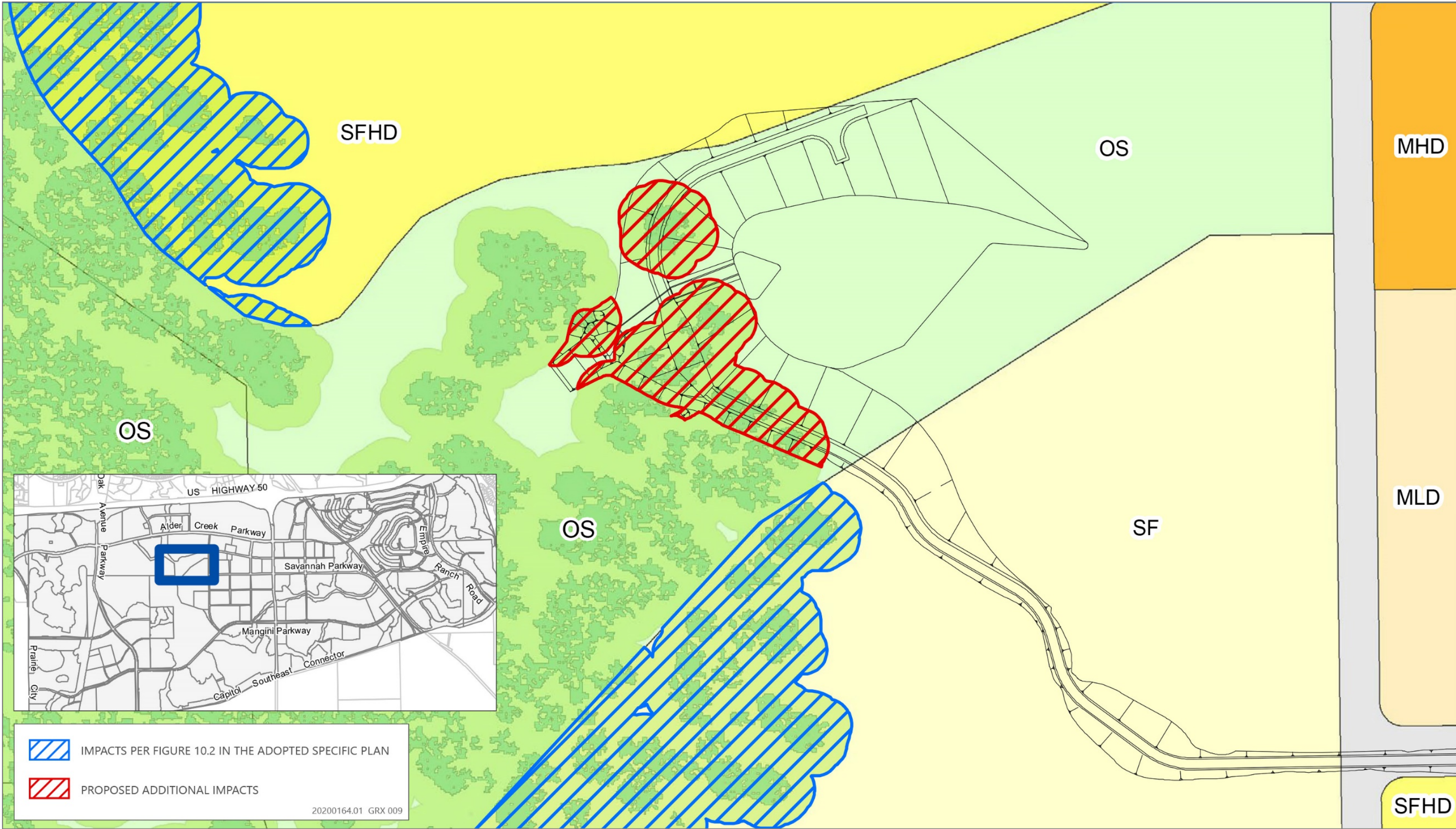
- ▶ Mitigation Measure 3A.3-1a: Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain in the SPA and Use Low Impact Development (LID) Features

- ▶ 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.3-2c: Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies
- ▶ Mitigation Measure 3A.3-2d: Avoid and Minimize Impacts to Special-Status Bat Roosts
- ▶ Mitigation Measure 3A.3-3: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation
- ▶ Mitigation Measure 3A.3-4b: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation
- ▶ Mitigation Measure 3A.3-5: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees Retained on Site

The following mitigation measures were referenced in the Eagle Environmental Document and would continue to remain applicable if the project was approved. Refer to the MMRP (Appendix A) for the full text of each mitigation measure.

- ▶ Mitigation Measure 3A.3-1a: Mitigation for Erosion Impacts
- ▶ Mitigation Measure 3A.3-1b: Implement Clean Water Act Section 404 Permits and Section 401 Water Quality Certifications
- ▶ Mitigation Measure 3A.3-2c: Conduct Preconstruction Tricolored Blackbird Nesting Survey
- ▶ Mitigation Measure 3A.3-2d: Preconstruction Bat Roosting Survey
- ▶ Mitigation Measure 3A.3-4a: Implement Section 1602 Master Streambed Alteration Agreement
- ▶ Mitigation Measure 3A.3-4b: Valley Needlegrass Grassland Avoidance and Minimization Measures
- ▶ Mitigation Measure 3A.3-5: Oak Woodlands Mitigation
- ▶ Mitigation Measure 4.4-1: Conduct Environmental Awareness Training for Construction Employees
- ▶ Mitigation Measure 4.4-2: Conduct Preconstruction Western Spadefoot Survey
- ▶ Mitigation Measure 4.4-3: Conduct Preconstruction western pond turtle survey
- ▶ Mitigation Measure 4.4-4: Conduct Preconstruction Swainson's Hawk and Other Raptor Surveys
- ▶ Mitigation Measure 4.4-5: Prepare and Implement Swainson's Hawk Mitigation Plan
- ▶ Mitigation Measure 4.4-6: Conduct Preconstruction Burrowing Owl Survey
- ▶ Mitigation Measure 4.4-7: Preconstruction Nesting Bird Survey





Source: Figure produced by MacKay & Soms in 2021.

Figure 4-2 Oak Woodland Impacts





The following mitigation measures were referenced in the Backbone Infrastructure IS/MND and would continue to remain applicable if the project were approved. Backbone Infrastructure IS/MND Mitigation Measures IV-2, and IV-3 have previously been completed or are not applicable to the project, as identified in the *Biological Resources Technical Report* prepared for the Dignity Health Medical Campus Project (ECORP 2021a).

- ▶ Backbone IS/MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys; Develop a Mitigation and Monitoring Plan including any Compensatory Mitigation
- ▶ Backbone IS/MND Mitigation Measure IV-4: Conduct Pre-Construction Surveys for Western Spadefoot and if found, Implement Avoidance and Mitigation Measures
- ▶ Backbone IS/MND Mitigation Measure IV-5: Conduct Pre-Construction Surveys for Western Pond Turtle and if found, Implement Avoidance and Mitigation Measures
- ▶ Backbone IS/MND Mitigation Measure IV-6(a): Conduct Pre-Construction Surveys for Swainson's Hawk and if found, Implement Avoidance and Mitigation Measures
- ▶ Backbone IS/MND Mitigation Measure IV-6(b): If Necessary, Prepare a Swainson's Hawk Mitigation Plan
- ▶ Backbone IS/MND Mitigation Measure IV-7: Conduct Pre-Construction Surveys for Tricolored Blackbirds and Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies
- ▶ Backbone IS/MND Mitigation Measure IV-8: Conduct Pre-Construction Surveys for Nesting Raptors and if found, Implement Avoidance and Mitigation Measures
- ▶ Backbone IS/MND Mitigation Measure IV-9: Conduct Pre-Construction Surveys for Nesting Birds and if found, Implement Avoidance and Mitigation Measures
- ▶ Backbone IS/MND Mitigation Measure IV-10: Avoid and Minimize Impacts to Special-Status Bat Roosts
- ▶ Backbone IS/MND Mitigation Measure IV-11: Conduct Pre-Construction Surveys for American Badger, and if found, Implement Avoidance and Mitigation Measures
- ▶ Backbone IS/MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement
- ▶ Backbone IS/MND Mitigation Measure IV-13: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation
- ▶ Backbone IS/MND Mitigation Measure IV-14: Secure Clean Water Act Sections 401 and 404 Permits and Implement all Permit Conditions; Ensure No Net Loss of Functions and Waters of the U.S. and Waters of the State
- ▶ Backbone IS/MND Mitigation Measure IV-15: Conduct Surveys for Oak Trees and Implement an Oak Woodland Mitigation Plan

In addition to the mitigation measures in the EIR/EIS (listed above), the following mitigation measure is included to refine the bird protection mitigation measures 3.A.3-2a through 3.A.3-2d. These refinements are consistent with the mitigation program outlined in the FPASP EIR/EIS.

#### **Mitigation Measure 4.4-1: Verification of Bird Collision Deterrent Building Design Measures.**

The project must demonstrate that building façade, site features, and exterior lighting are "bird friendly" through calculating the overall "Bird Collision Threat Rating" based on established threat factor ratings consistent with the Leadership in Energy and Environmental Design Program Pilot Credit 55, "Bird Collision Deterrence." This credit was crafted by the American Bird Conservatory and is their preferred guideline for building designers. Threat factor ratings are based on various features, including but not limited to building materials, building size, and photometric characteristics of lighting to make the building visible as a physical barrier and eliminate conditions that create confusing reflections to birds. This would include a process for corrective actions if necessary. Prior to issuance of plan approval or building permit by the California Office of Statewide Health Planning and Development Facilities Development Division, the Project Applicant shall submit the architectural elevations, and lighting plans to the City to verify compliance with this measure.

## CONCLUSION

While additional biological surveys of the site have been conducted and refined mitigation program for the project has been recommended, this information is consistent with the activities recommended in the mitigation adopted for the FPASP as well as mitigation identified above and in the Backbone Infrastructure IS/MND, and Eagle Environmental Document. No new significant or substantially more severe biological impacts would occur with the project. In some cases, based on the refined mitigation program, the biological 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.

## 4.5 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?
<b>5. Cultural Resources. Would the project:</b>				
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). The project is not seeking any amendment of general or specific plans, and therefore, no tribal consultation under SB 18 is required.

#### 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" (21808.3.1 [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 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.

The PA and subsequent FAPA were executed between the USACE and the State Historic Preservation Officer (SHPO), with the following as concurring parties: City of Folsom, Folsom Owners Group, Folsom Historical Society, United Auburn Indian Community, Shingle Springs Band of Miwok Indians, and Wilton Rancheria. All concurring parties received copies of technical documentation and determinations of eligibility and effect made by the USACE for the current Project and for the entire FPASP.

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 D (ECORP 2021b). 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 of the EIR/EIS. 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 identified 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. The Eagle Environmental Document and Backbone Infrastructure IS/MND also evaluated cultural resource impacts in relation to the FPASP EIR/EIS analysis.

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. Through a combination of studies and consultation, 12 cultural resources have been identified within the project site. Of the 12 identified resources, 9 were determined to be not significant and are not Historical Resources under CEQA. Two (Rhoades' Branch Ditch and Rhoades Diggings Mining District) were determined to be significant and subjected to mitigation documentation under the FAPA. The remaining resource, Placer mining feature (P-34-1722), was found to not be individually significant, but was a contributing element to the RDMD. It was subject to the mitigation documentation under the FAPA. As required by the FAPA, a site-by-site impact assessment for all significant cultural resources was carried out through the preparation of Finding of Effect reports for the FPASP area. Subsequently, Historic Property Treatment Plans (HPTP) were prepared and submitted to the USACE, City, and SHPO for review and concurrence. The HPTPs specify the appropriate mitigation to resolve adverse effect (significant impact) to the significant Historical Resources. All applicable mitigation has been completed.

The project would 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. Mitigation Measures 3A.5-1a and 3A.5-1b have been refined to reflect the PA, but are consistent with the activities recommended in the mitigation measures adopted for the FPASP. Mitigation measures to reduce impacts have already been implemented through other projects. 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. The Eagle Environmental Document and Backbone Infrastructure IS/MND also evaluated cultural resource impacts in relation to the FPASP EIR/EIS analysis.

As described previously, the applicant entered into a PA and subsequent review of cultural resources. The project would result in impacts on archeological resources as analyzed in the EIR/EIS. Mitigation Measures 3A.5-1a and 3A.5-1b, and 3A.5-2 have been refined to reflect the PA, but are consistent with the activities recommended in the mitigation measures adopted for 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 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. The Eagle Environmental Document and Backbone Infrastructure IS/MND also evaluated cultural resource impacts in relation to the FPASP EIR/EIS analysis.

Mitigation Measure 3A.5-3 has been updated to include a statement requiring the applicant to submit to the City proof of compliance. This updated version of Mitigation Measure 3A.5-3 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 HPTP and FAPA, the following FPASP EIR/EIS mitigation measures have been refined. These mitigation measures are consistent with the Eagle Environmental Document and replace what was in the EIR/EIS.

### **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 (I), 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 Native American Heritage Commission (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 rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an 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.

The following mitigation measures were referenced in the Backbone Infrastructure IS/MND and would continue to remain applicable if the project was approved. Refer to the MMRP (Appendix A) for the full text of each mitigation measure.

- ▶ Mitigation Measure V-1: Comply with the Applicable Procedures in the FAPA and Implementation of Applicable Historic Property Treatment Plans
- ▶ Mitigation Measure V-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural or Paleontological Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required
- ▶ Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures

## 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 as well as mitigation identified above and in the Backbone Infrastructure IS/MND, and Eagle Environmental Document. 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?
<b>6. Energy. Would the project:</b>				
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. Further, the project would incorporate features that would reduce mobile and non-mobile GHG emissions, including a planned solar installation consisting of photovoltaic arrays over a portion of the surface parking lot. Also, 100 of the 1,275 parking spaces that are part of the project would be designated as electric vehicle charging spaces, thus facilitating greater use of ZEVs. This impact (Impact 3A.16-12) was determined to be less than significant and no mitigation was required.

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 project 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?
<b>7. Geology and Soils. Would the project:</b>				
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 engineering study was completed in November 2020 by Youngdahl Consulting Group, Inc. (see Appendix E) and concluded that soils located at the project site would be capable of supporting development. The Eagle Environmental Document and Backbone Infrastructure IS/MND also evaluated geologic impacts in relation to the FPASP EIR/EIS analysis.

### Rupture of Earthquake Fault, Seismic Ground Shaking, Seismic-related Ground Failure, Landslides

The project would not change the land development pattern or types of built structures and would result in substantially the same footprint of ground disturbance as was evaluated under the adopted FPASP. As described on page 3A.7-3 of the EIR/EIS, the project is located approximately 50 miles from the northern segment of the Cleveland Hills Fault, located near Lake Oroville, the nearest Alquist-Priolo Earthquake Fault Zone. The project site is not underlain by or adjacent to any known faults. Because the damage from surface fault rupture is generally limited to a linear zone a few yards wide, the potential for surface fault rupture to cause damage to proposed structures is negligible.

The EIR/EIS provides analysis of the potential for ground shaking to occur that could damage structures during strong earthquakes generated along faults in the region (Impact 3A.7-1). As described in the EIR/EIS, the potential for damage from strong seismic ground shaking is considered a potentially significant impact. Implementation of Mitigation Measures 3A.7-1a and 3A.7-1b would reduce the potentially significant impact to a less-than-significant level.

The EIR/EIS analyzed the potential for seismic-related ground failure (Impact 3A.7-2) and found that it is unlikely that on- or off-site soils would be subject to liquefaction in the event of an earthquake. Therefore, direct impacts related to potential damage to structures from seismically-induced liquefaction are considered less than significant.

The area in which the project is located is made of rolling hills with low to no potential for landslides. As described on page 3A.7-6 of the EIR/EIS, no landslides have been recorded in the vicinity of the project. As discussed on page 3B.7-5 of the EIR/EIS, the landslide potential for native and engineered slopes depends on the gradient, localized geology and soils, amount of rainfall, amount of excavation, and seismic activity. Only a narrow strip along the County's eastern boundary, from the Placer County line to the Cosumnes River, is considered to have landslide potential at specific locations. Because the project area is not within the area for landslide potential, this topic was not addressed in an impact discussion. Even so, implementation of Mitigation Measures 3A.7-1a and 3A.7-1b would reduce any potential impact related to landslides and other soil instability by requiring site-specific geotechnical reports and earthwork monitoring. All project facilities would be designed in accordance with the latest California Building Codes that include soil stability requirements and protections from landslides.

The geotechnical engineering study found that, due to the absence of permanently elevated groundwater table, the relatively low seismicity of the area and the relatively shallow depth to bedrock, the potential for seismically induced damage due to liquefaction, surface ruptures, and settlement is considered nil. The existing slopes on the project site were observed to have adequate vegetation on the slope face, appropriate drainage away from the slope face, and no apparent tension cracks or slump blocks in the slope face or at the head of the slope. No other indications of slope instability such as seeps or springs were observed. Additionally, due to the absence of permanently elevated groundwater table, the relatively low seismicity of the area, and the relatively shallow depth to rock, the potential for seismically induced slope instability for the existing slopes is considered low (Youngdahl Consulting Group 2020a, 2020b).

The project would include implementation of EIR/EIS Mitigation Measures 3A.7-1a and 3A.7-1b. No new information regarding rupture of a known earthquake fault, seismic ground shaking, seismic-related ground failure, or landslides has been identified requiring new analysis or verification. Because the project would not substantially change the type of development that would occur at the site, 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.

### **Substantial Erosion or Loss of Top Soil**

The EIR/EIS analyzed the potential for construction activities to result in substantial soil erosion or the loss of topsoil (Impact 3A.7-3). As described in the EIR/EIS, project implementation would involve intensive grading and construction activities. The impacts from these activities would be potentially significant. Implementation of Mitigation Measure 3A.7-3 along with Mitigation Measure 3A.9-1 would reduce potentially significant construction-related erosion to a less-than-significant level. The project would result in the same types and intensity of construction activities as those evaluated in the FPASP EIR/EIS, Eagle Environmental Document, and Backbone Infrastructure IS/MND. Off-site improvements included in the South of Highway 50 Backbone Infrastructure Project would also be subject to the adopted mitigation measures Backbone Infrastructure IS/MND. No new information regarding on- or off-site erosion 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.

### **Unstable Soils**

As described in Impacts 3A.7-4 and 3A.7-5 of the EIR/EIS, implementation of the FPASP would result in potentially significant impacts regarding potential geologic hazards from construction in bedrock/rock outcroppings and seasonal subsurface water flows from surface infiltration. By implementing Mitigation Measures 3A.7-1a, 3A.7-4, and 3A.7-5, the impact would be reduced to a less-than-significant level. The project is located west of Old Placerville Road and would not be subject to Mitigation Measure 3A.7-4; however, the project would implement Mitigation Measures 3A.7-1a and 3A.7-5. Off-site improvements included in the South of Highway 50 Backbone Infrastructure Project would also be subject to the adopted mitigation measures Backbone Infrastructure IS/MND. No changes in soils at the site have occurred since the EIR/EIS was certified, 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.

### **Expansive Soils**

As described in Impact 3A.7-6 of the EIR/EIS, the project site does contain soils with moderate to high shrink-swell potential, indicating the soils are expansive. The EIR/EIS found that this impact would be potentially significant. However, with the implementation of Mitigation Measures 3A.7-1a and 3A.7-1b, the impact would be reduced to a less-than-significant level.

The geotechnical engineering study found intermittent or isolated pockets of highly expansive clay soils were present on top of the weathered bedrock in some of the test pit excavations. In concentrated amounts, such clays could cause distress to buildings (Youngdahl Consulting Group 2020a, 2020b). However, these impacts were analyzed in the EIR/EIS and no changes in soils at the site have occurred since the EIR/EIS was certified. 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. Off-site improvements included in the South of Highway 50 Backbone Infrastructure Project would also be subject to the adopted mitigation measures Backbone Infrastructure IS/MND.



## Use of Septic Tanks or Alternative Wastewater Disposal Systems

As described in the EIR/EIS, the FPASP, as well as the project, would use piped sewer service from Sacramento Regional County Sanitation District and/or El Dorado Irrigation District. Septic systems would not be required and there would be no impact. This condition has not changed. 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.

## Paleontological Resources

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. Off-site improvements included in the South of Highway 50 Backbone Infrastructure Project would also be subject to the adopted mitigation measures Backbone Infrastructure IS/MND. 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.

The following mitigation measures were referenced in the Backbone Infrastructure IS/MND and would continue to remain applicable if the project was approved. Refer to the MMRP (Appendix A) for the full text of each mitigation measure.

- ▶ Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations
- ▶ Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities
- ▶ Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan
- ▶ Mitigation Measure VI-5(b): Prepare and Implement the appropriate Grading and Erosion Control Plan for the detention basin West of Prairie City Road
- ▶ Mitigation Measure V-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural or Paleontological Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required

## 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 and Backbone Infrastructure IS/MND 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?
<b>8. Greenhouse Gas Emissions. Would the project:</b>				
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 (CO<sub>2</sub>) is an air pollutant as defined under the federal Clean Air Act and that 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 CO<sub>2</sub> 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, 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub>-equivalent (CO<sub>2</sub>e) emissions, or approximately 21.7 percent from the state's projected 2020 emission level of 545 MMT of CO<sub>2</sub>e under a business-as-usual scenario (this is a reduction of 47 MMT CO<sub>2</sub>e, or almost 10 percent, from 2008 emissions). CARB's original 2020 projection was 596 MMT CO<sub>2</sub>e, 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 CO<sub>2</sub>e),
- ▶ the Low-Carbon Fuel Standard (15.0 MMT CO<sub>2</sub>e),
- ▶ energy efficiency measures in buildings and appliances (11.9 MMT CO<sub>2</sub>e),
- ▶ a renewable portfolio and electricity standards for electricity production (23.4 MMT CO<sub>2</sub>e), 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 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 percent 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 CO<sub>2</sub>e 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 CO<sub>2</sub>e/year for determining whether construction-generated GHG emissions are significant (SMAQMD 2009:6-9). Based on 50,456 MT CO<sub>2</sub>e 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 during development of the project and off-site improvements 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. Thus, 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 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 CO<sub>2</sub>e per service population per year (CO<sub>2</sub>e/SP/year) goal of 3.68 CO<sub>2</sub>e/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.

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. Compliance with all 2019 energy standard requirements was assumed when adjusting parameters in the CalEEMod model. In the final analysis after adjustments, average operational GHG emissions were calculated to be 17,873 MT-CO<sub>2</sub>e/year at full buildout for the Dignity Health Medical Center. 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 less emissions than those assumed under the initial FPASP EIR/EIS approved in 2011. Further, the project would incorporate features that would reduce mobile and non-mobile GHG emissions, including a planned solar installation consisting of photovoltaic arrays over a portion of the surface parking lot. Also, 100 of the 1,275 parking spaces that are part of the project would be designated as electric vehicle charging spaces, thus facilitating greater use of ZEVs. For these reasons, it is determined that the project would not result in more severe impacts with respect to its contribution of GHG emissions and operation of the medical center 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.

#### **Consistency with an Applicable Greenhouse Gas Emissions Reduction Plan**

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. Additionally, the project 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. Thus, 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

The following mitigation measures were referenced in the Backbone Infrastructure IS/MND and would continue to remain applicable if the project was approved. Refer to the MMRP (Appendix A) for the full text of each mitigation measure.

- ▶ Mitigation Measure VII-1: Implement Greenhouse Gas Reduction Measures

## **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 project 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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?
<b>9. Hazards and Hazardous Materials. Would the project:</b>				
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

The FPASP EIR/EIS considered the potential for the public to be exposed to hazardous materials through the increased use, storage, and disposal of household hazardous materials and for commercial and industrial development to result in increased use, storage, and/or disposal of hazardous materials during routine operations (Impact 3A.8-1). The EIR/EIS analysis concluded that the impacts would be less than significant, and no mitigation measures are required. The project would require the transport, use, and disposal of potentially hazardous materials. The Eagle Environmental Document and Backbone Infrastructure IS/MND also evaluated hazard impacts in relation to the FPASP EIR/EIS analysis.

The project applicant would establish a Hazardous Materials and Waste Policy and Program for safe handling and disposal of hazardous materials and chemicals and would maintain an inventory of hazardous materials used or stored in compliance with California Code of Regulations, Title 8, Section 5194, "Hazard Communication." Bulk storage of hazardous chemicals and gases would be maintained in compliance with the Hazardous Materials Release Response Plans and Inventory requirements in the California Health and Safety Code and California Code of Regulations. 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 evaluated potential human health hazards from possible exposure of existing on-site hazardous materials (Impact 3A.8-2) and found potential sources of hazards and hazardous materials include structures that may contain asbestos-containing materials and lead paint, polychlorinated biphenyls, abandoned mine shafts, and chemicals from mining activities. While the EIR/EIS found that there was a potentially significant impact, implementation of Mitigation Measure 3A.8-2 would reduce significant impacts from potential human health hazards from possible exposure to hazardous materials to a less-than-significant level. The project was covered under *Phase I Environmental Site Assessment, Carpenter Ranch, Sacramento County, California* (Carpenter Ranch West) (Versar 2005). The FPASP identifies a proposed school site approximately 0.3 mile southeast of the medical center site. No changes to the conditions of the site or the presence of hazardous materials has 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.

Impact 3A.8-3 of the EIR/EIS found a portion of the Aerojet Superfund site (Area 40) is located in the FPASP area, and is undergoing investigation and remediation under the direction of EPA and the California Department of Toxic Substances Control (DTSC). The EIR/EIS concluded that there would be a potentially significant impact associated with sites included on a list of hazardous material sites (Cortese List) because Area 40 is in the area which is planned for development and it has the potential to create a public health hazard. With the implementation of Mitigation Measures 3A.8-3a, 3A.8-3b, and 3A.8-3c, which would require that remediation activities be fully disclosed, coordinated with development to ensure construction does not affect remediation, and the applicants provide notice to the City that they have fulfilled DTSC requirements, the impact would be reduced to less than significant. However, the project is located outside of Area 40 and the carve-out area and would not be located on Cortese-listed site; therefore, adopted mitigation from the FPASP EIR/EIS and the Backbone Infrastructure IS/MND would not be applicable to the project or the off-site improvements. No new significant impacts or substantially more severe impacts would occur and the findings of the certified EIR/EIS remain valid and no further analysis is required.

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.8-2: Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures
- ▶ 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?
<b>10. Hydrology and Water Quality. Would the Project:</b>				
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. The Eagle Environmental Document and Backbone Infrastructure IS/MND also evaluated hydrology and water quality impacts in relation to the FPASP EIR/EIS analysis. 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 include off-site grading of Parcel 85A, adjacent roadways, utility improvements, and drainage features that include an outfall swale and HMB #8. The Eagle Environmental Document and Backbone Infrastructure IS/MND evaluated these improvements in relation to the FPASP EIR/EIS analysis. 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

The following mitigation measures were referenced in the Backbone Infrastructure IS/MND and would continue to remain applicable if the project was approved. Refer to the MMRP (Appendix A) for the full text of each mitigation measure.

- ▶ Mitigation Measure IX-1: Obtain MPDES Construction General Permit

## 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND remain valid and approval of the project 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?
<b>11. Land Use and Planning. Would the project:</b>				
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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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 Local Agency Formation Commission (LAFCo) Guidelines and the Sacramento Area Council of Governments (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 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 SACOG Sacramento Region Blueprint. The project would not result in a change in the type of development identified in the FPASP. The project would continue to be consistent with the smart growth principles within the SACOG Sacramento Region Blueprint.

The proposed medical center is consistent with the commercial land use designation identified for the site in the FPASP. In addition, the off-site infrastructure improvements are consistent with the FPASP and applicable infrastructure plans. The project would remain consistent with the community vision, design framework, and planning principles. Because 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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?
<b>12. Mineral Resources. Would the Project:</b>				
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. 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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?
<b>13. Noise. Would the project result in:</b>				
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 <sup>a</sup> $L_{dn}/CNEL$ , dB	Interior Noise Level Standard	
		$L_{dn}/CNEL$ , dB	$L_{eq}$ , dB <sup>b</sup>
Residential (Low Density Residential, Duplex, Mobile Homes)	60 <sup>c</sup>	45	N/A
Residential (Multi-Family)	65 <sup>d</sup>	45	N/A
Transient Lodging (Motels/Hotels)	65 <sup>d</sup>	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

- <sup>a</sup>. 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.
- <sup>b</sup>. As determined for a typical worst-case hour during periods of use.
- <sup>c</sup>. 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.
- <sup>d</sup>. 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 <sup>a</sup>	Occasional Events <sup>b</sup>	Infrequent Events <sup>c</sup>
Category 1: Buildings where vibration would interfere with interior operations <sup>d</sup>	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

<sup>a</sup>. "Frequent Events" is defined as more than 70 vibration events of the same source per day.

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

<sup>c</sup>. "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.

<sup>d</sup>. 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 noise levels from construction activities under Impact 3A.11-1. The Eagle Environmental Document and Backbone Infrastructure IS/MND also evaluated noise impacts in relation to the FPASP EIR/EIS analysis. Based on the modeling conducted for the FPASP EIR/EIS, construction noise levels could exceed 55 decibels (dB)  $L_{eq}$  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 that construction noise levels could exceed 45 dB  $L_{eq}$  within 1,300, and 2,000 feet of an



activity center, respectively. Implementation of Mitigation Measure 3A.11-1 would reduce noise levels generated from construction activities; however, Mitigation Measure 3A.11-1 would not fully mitigate impacts to El Dorado County residences related to construction of off-site elements in El Dorado Hills. In addition, because off-site elements in El Dorado Hills fall under the jurisdiction of El Dorado County, neither the City or the applicant would have control over the timing and implementation of off-site elements. Therefore, the FPASP EIR/EIS concluded that the impact 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 closest sensitive receptors to the project are single-family residences currently being constructed south of Alder Creek Parkway, approximately 150 feet away from the nearest project site boundary. If these residences are occupied during project construction, residents would experience a temporary increase in ambient noise level resulting from construction activities. 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). As stated in the project description, project construction would adhere to these exempt daytime hours. The project would implement and comply with FPASP 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 a net increase in noise level along several affected roadway segments in comparison to existing-no-project conditions, with the largest traffic noise increases reaching up 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 day-night average noise level ( $L_{dn}$ )/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 required 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 FPASP EIR/EIS Mitigation Measure 3A.11-4, a site-specific analysis was conducted by Bollard Acoustical Consultants, Inc. (BAC) in 2021 to determine future traffic noise levels both on- and off-site (Appendix F). Based on the difference between modeled existing and future traffic volumes, project-related traffic noise increases would range from 0.1 to 1.9 dB along local roadways, and none of the traffic noise increases would exceed the applicable incremental increase significance criteria, which are the same as those used in the FPASP EIR/EIS. In addition, future interior traffic noise levels for noise-sensitive areas of the hospital would range from 27 to 43 dB  $L_{dn}$ .

assuming that building construction provides 30 dB of exterior to interior attenuation, which should be achievable through standard commercial construction in accordance with building code requirements. Thus, the project would comply with the City's interior noise standard of 45 dB  $L_{dn}$  for hospitals as well as California Building Code interior noise standard for hospitals of 45 dB  $L_{eq}$ . Noise would also be generated by on-site truck circulation. The project would generate approximately 69 daily truck deliveries, and the modeling in the noise report conservatively assumed that all of the delivery trucks would be heavy-duty trucks with 3 or more axles. Noise measurements were taken by BAC in 2021 of slow-moving heavy trucks in order to quantify the single-event noise levels that would be generated by heavy truck movement throughout the project site. The results of the noise measurements show that on-site truck circulation would generate a single event noise exposure level (SENEL) of 83 dB and a maximum noise level ( $L_{max}$ ) of 74 dB at 50 feet. Truck pass-bys would result in an interior  $L_{max}$  of 46 dB within both the northern portion of the hospital and the northern medical office buildings, which would exceed the City's nighttime standard of 45 dB  $L_{max}$ . However, because operation of the northern medical office buildings would be limited to daytime hours, the nighttime noise standard would not apply to this receptor. Thus, other than the northern portion of the hospital, truck circulation noise levels would comply with the City's interior noise standards at all other on- and off-site sensitive receptors. Additional sound attenuation measures regarding the interior noise level at the northern portion of the hospital would be required to achieve compliance with FPASP EIR/EIS Mitigation Measure 3A.11-4. These attenuation measures, which were recommended in the BAC noise report, are included as Mitigation Measure 4.13-1. With implementation of this additional mitigation measure, the project would ensure compliance with FPASP EIR/EIS Mitigation Measure 3A.11-4, and 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, including noise associated with mechanical HVAC equipment, emergency electrical generators, parking lots, loading docks, emergency facilities (e.g., hospitals and ambulance use), and outdoor recreational and educational activities. The FPASP EIR/EIS required implementation of Mitigation Measure 3A.11-5 to reduce noise from project-generated stationary sources to a less-than-significant level.

The primary stationary noise sources associated with operations of the hospital would include parking lots, loading dock operations, central plant equipment, and heating, ventilating, and air conditioning (HVAC) equipment. Ambulances would also generate noise while arriving and departing the site. However, noise generated by ambulance sirens is exempt from City noise standards and is a common component of community noise and evaluated in Impact 3A.11-5 of the FPASP EIR/EIS. Regarding noise generated by parking lot activity, the project-specific noise report utilized parking lot noise level measurements conducted by BAC and calculated the resultant  $L_{08}$  and  $L_{max}$  interior noise levels at on- and off-site sensitive receptors. Indoor noise levels at nearby receptors would range from 14 to 20 dB  $L_{08}$  and 26 to 41 dB  $L_{max}$ , which would not exceed any applicable City thresholds. Noise associated with loading dock activity typically includes truck air brakes and backup warning devices. BAC noise measurements indicate that typical loading dock operations at the hospital during busy hours would generate noise levels of approximately 60 dB  $L_{eq}$  and 75 dB  $L_{max}$  at 100 feet from the loading dock. With the exception of nighttime loading dock operations affecting a portion of the western façade of the hospital, noise generated by loading dock activity would not exceed City interior noise standards at any on- or off-site sensitive receptors. An additional sound attenuation measure regarding the interior noise level at the western façade of the hospital would be required to ensure compliance with FPASP EIR/EIS Mitigation Measure 3A.11-5. This attenuation measure, which was recommended in the BAC noise report, is included as Mitigation Measure 4.13-2. Noise-generating mechanical equipment associated with hospital operations (pumps, boilers, compressors, generators, etc.) would be housed within the central plant building. The central plant building would have to provide at least 50 dB of sound attenuation in order to comply with the City's noise standard for hospitals. Because the specific interior configuration and proposed construction of the central plant building is unknown at this time, this requirement is included as Mitigation Measure 4.13-3 and would ensure compliance with FPASP EIR/EIS Mitigation Measure 3A.11-5. Although the majority of mechanical equipment associated with hospital operations would be housed within the central plant building, the heating and cooling requirements of the medical office buildings could be satisfied with packaged HVAC rooftop systems that would generate approximately 108 dB per rooftop. Noise generated by these HVAC systems would

attenuate to approximately 30 dB and 20 dB  $L_{eq}$  within interior spaces in the hospital and the nearest off-site residences, respectively. Outdoor areas of the nearest off-site residences would be exposed to an HVAC noise level of 45 dB  $L_{eq}$  or less. Therefore, no on- or off-site sensitive receptors would be exposed to HVAC noise that would exceed City standards, and no additional attenuation would be required to satisfy FPASP EIR/EIS Mitigation Measure 3A.11-5.

In conclusion, with implementation of Mitigation Measures 4.13-2 and 4.13-3, the project would ensure compliance with FPASP EIR/EIS Mitigation Measure 3A.11-5, and no new or substantially more severe impacts would occur. 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 exposure of sensitive receptors to construction-related short-term groundborne noise and vibration were analyzed under Impact 3A.11-3 of the FPASP EIR/EIS. The FPASP EIR/EIS identified bulldozing and blasting activities as the sources of maximum groundborne noise and vibration levels that would result from the construction of the FPASP. According to the Federal Transit Administration (FTA), vibration levels associated with the operation 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. Regarding structural damage to buildings, the FPASP EIR/EIS determined that the Caltrans-recommended vibration exposure threshold of 0.2 in/sec PPV for the protection of normal residential buildings (Caltrans 2004:17) could be exceeded within 80 feet of blasting. 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. Therefore, the analysis determined that short-term construction could result in the exposure of persons and structures to excessive groundborne vibration levels. Implementation of Mitigation Measure 3A.11-3 would reduce impacts related to groundborne vibration and groundborne noise; however, depending on the exact location of construction activities, sensitive receptors could still be exposed to levels that exceed those recommended by Caltrans and FTA for the prevention of structural damage and human disturbance, respectively. In addition, because off-site elements are not under the jurisdiction of the City, neither the City or the applicant would have control over the timing and implementation of off-site elements. Therefore, the FPASP EIR/EIS concluded that this impact 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 would require some blasting and bulldozing as part of site preparation activities. The closest sensitive receptors to the project are single-family residences currently being constructed south of Alder Creek Parkway. These residences are located approximately 150 feet away from the nearest project site boundary, which is close enough to result in structural damage and human annoyance from blasting activities, according to the analysis in the FPASP EIR/EIS. However, bulldozing activities would not result in either structural damage nor human annoyance at this distance. To mitigate the impact, the project would implement FPASP EIR/EIS Mitigation Measure 3A.11-3, which would mitigate groundborne noise and vibration impacts associated with blasting and bulldozing activities. 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 Aircraft Overflights**

As stated in the FPASP EIR/EIS, the 60 dB CNEL noise contour for Mather Airport, which is the closest airport to the FPASP area, is located 5,000 feet to the west of the nearest FPASP boundary. Nevertheless, the FPASP EIR/EIS analyzed aircraft noise using single event noise exposure levels (SEL or SENEL) from aircraft approaching and departing Mather Airfield in Impact 3A.11-6. The analysis concluded that the loudest noise level of an aircraft flyover (77.4 dB  $L_{max}$ ) would not result in an interior noise level that would cause significant sleep disturbance at sensitive receptors. Therefore, the FPASP EIR/EIS concluded that this impact would be less than significant. The Mather Airport Master Plan has been updated since certification of the FPASP EIR/EIS. 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 does not constitute "new information" as defined in CEQA

Guidelines Section 15162 and is not considered a new circumstance involving new or substantially more severe impacts than existed at the time the EIR/EIS was written. In addition, the most recent 60 CNEL noise contour for Mather Airport is located over five miles away from the project site (Sacramento County 2021). 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 regarding noise associated with Mather Airport.

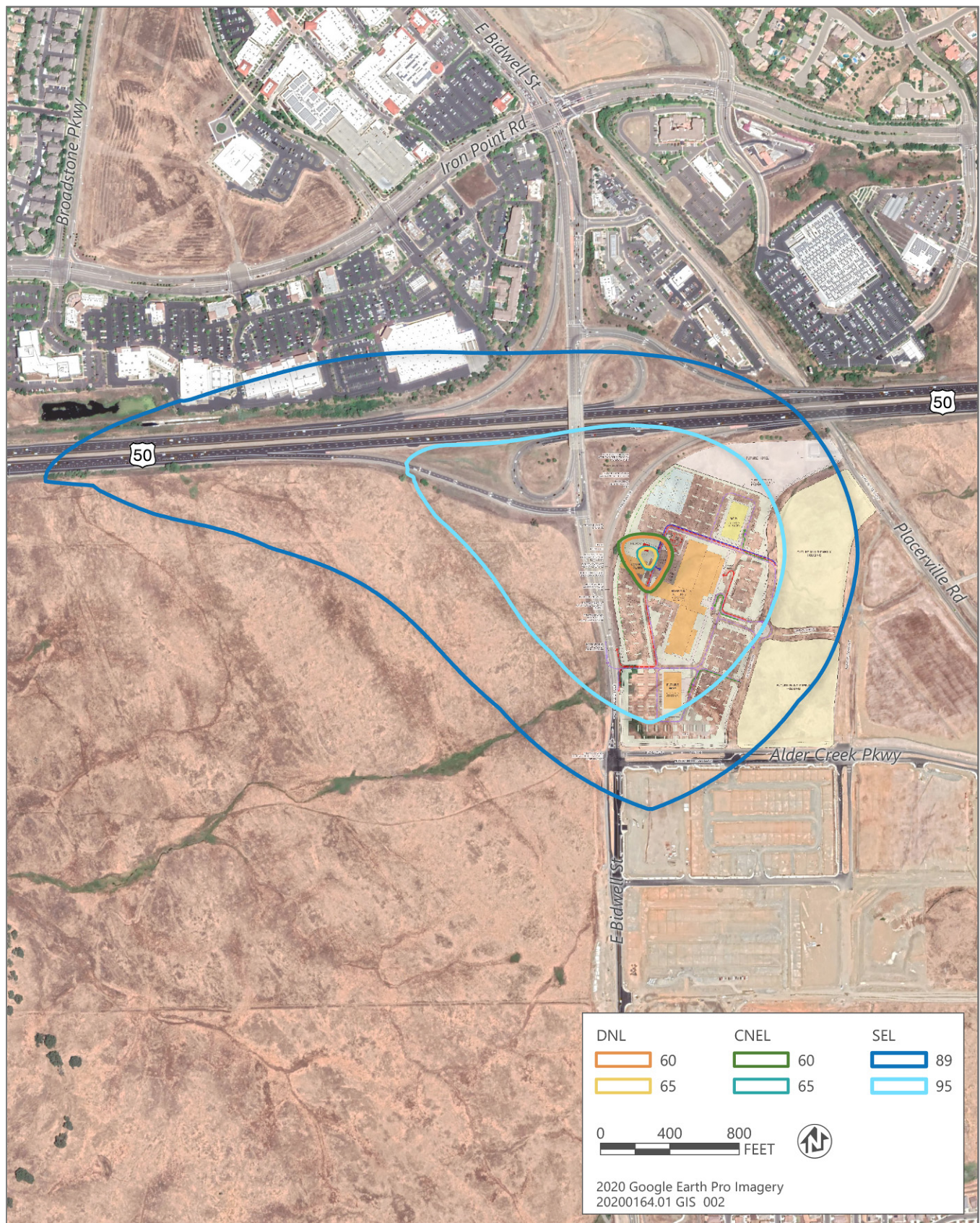
The FPASP EIR/EIS did not include an analysis of noise impacts related to helicopter operations. The project would involve a heliport to accommodate patient transport to the hospital for emergency care and to other hospitals where a higher level of emergency care is available. Because helicopter flyovers would introduce a new noise source in the project area, further analysis is needed to expand on the aircraft noise analysis included in the FPASP EIR/EIS. The effects of helicopter noise on the surrounding community were evaluated in the project-specific *Helicopter Noise Technical Report* prepared by Crawford Murphy & Tilly, which is included as Appendix G. The report utilized the Aviation Environmental Design Tool, which is the FAA-approved noise model for quantifying aircraft noise and includes parameters such as the number of anticipated helicopter operations, flight paths used to access the heliport, specific helicopter types, and the time of day at which operations are expected to occur. The helicopter used for the modeling was a Eurocopter EC130-T2 helicopter, which is considered an older and louder aircraft than the newer, quieter models anticipated for use at the new hospital. Thus, the results of the noise modeling are conservative. The report estimated that two flights would occur per week with one flight consisting of two operations (one arrival and one departure). The report also assumed that 80 percent of flights would occur during daytime hours, 15 percent during evening hours, and 5 percent during nighttime hours.

The modeling predicts that the 60 dB  $L_{dn}$ /CNEL contours for helicopter noise would not extend beyond 200 feet from the heliport, which is primarily within the limits of the proposed medical center property and does not include any existing or potential future residential land uses. Therefore, no existing or planned off-site residential receptors would be exposed to helicopter noise levels that exceed the City's 60 and 65 dB  $L_{dn}$ /CNEL standards for low-density and high-density residential land uses, respectively.

The helicopter noise analysis also evaluated noise exposure under a single event noise level (SEL or SENEL). SENEL represents all the acoustic energy (a.k.a. sound pressure) of an individual noise event as if that event had occurred within a 1-second time period. SENEL captures both the level (magnitude) and the duration of a sound event in a single numerical quantity, by "squeezing" all the noise energy from an event into 1 second. This provides a uniform way to make comparisons among noise events of various durations (Federal Aviation Administration 2018). The SENEL metric is used to evaluate noise sources that expose receptors for a relatively short period (i.e., less than 1 minute) because it captures both the magnitude and the duration of a sound event. The impact methodology used in the FPASP EIR/EIS applied Federal Aviation Administration guidance that has since been updated to reflect the industry's current understanding of aircraft noise exposure on sleep disturbance using the SENEL metric. Thus, this impact analysis uses the updated methodology and associated thresholds. However, the effects of aircraft noise exposure on sleep disturbance were known at the time the EIR/EIS was written and the updated methodology and associated thresholds do not constitute "new information" as defined in CEQA Guidelines Section 15162. According to the Federal Interagency Committee on Aviation Noise (FICAN), an interior SENEL of 80 dB results in a maximum awakening rate of about 10 percent, and an interior SENEL of 65 dB results in just less than 5 percent of awakenings (FICAN 1997). Given an exterior-to-interior noise level reduction of 24 dB provided by buildings with their windows closed (EPA 1978:11), an interior SENEL of 80 dB is equivalent to an exterior SENEL of 104 dB, and an interior SENEL of 65 dB is equivalent to an exterior SENEL of 89 dB. The helicopter noise report indicates that no existing or planned residential land uses are located within the 95 SENEL noise contour (see Figure 4-3). The 95 SENEL noise contour would slightly overlap with the western boundary of planned multifamily residential uses.

Therefore, no existing off-site residences would be exposed to helicopter-generated SENELs that would result in more than 5 percent of people being awakened from sleep. Because operation of the heliport would not exceed applicable City standards or thresholds derived from FICAN guidance, no new significant impact would occur as a result of heliport operations, and the conclusions of the FPASP EIR/EIS regarding aircraft overflights affecting sleep disturbance remain valid.





Source: data received from Devenny Group in 2021

**Figure 4-3 Helicopter Noise Contours - Full Extent**

## 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.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-Site and On-Site Roadways
- ▶ 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 prepared by BAC provided the following refinement to the mitigation program that would be required for the project (see Appendix F). These refinements are consistent with the mitigation program outlined in the FPASP EIR/EIS.

### Mitigation Measure 4.13-1 Truck Passby Sound Attenuation Measures

- ▶ Windows on the northern façade of the hospital shall be upgraded to STC 35 or;
- ▶ Heavy trucks should not utilize the drive aisle located immediately north of the hospital during nighttime hours.

### Mitigation Measure 4.13-2 Loading Dock Sound Attenuation Measure

- ▶ If noise sensitive areas of the hospital are located directly adjacent to the loading dock area, windows on the western façade of the hospital within 100 feet of the loading docks shall be upgraded to STC 35.

### Mitigation Measure 4.13-3 Central Plant Sound Attenuation Measure

- ▶ Ensure that the central plant building provides at least 50 dB of sound attenuation in the 63 to 4,000 Hertz frequency bands through building design/configuration and/or by using certain construction materials

## 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. Therefore, the findings of the certified EIR/EIS, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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?
<b>14. Population and Housing. Would the Project:</b>				
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 a 530,000 occupied square-foot medical center that is projected to employ up to 2,662 individuals and provide for up to 2,631 visitors. The project is consistent with the land use designation identified in the FPASP and would not result in additional dwelling units, employment, or infrastructure beyond that analyzed 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.

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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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?
<b>15. Public Services.</b>				
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. Although the project would result in higher building intensity at the medical center site, than previously analyzed in the EIR/EIS, the project would not result in a larger service area than previously evaluated in the FPASP EIR/EIS. The project would provide for emergency response access at the medical center site. 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 construct a medical center, consistent with the commercial land use approved in the FPASP and would not result in a larger service area than previously evaluated in the FPASP EIR/EIS. The project would be designed to comply with building and fire codes (California's Office of Statewide Health Planning and Development Facilities Development Division standards) and include appropriate fire safety measures and equipment such as fire hydrants and sprinkler systems, smoke detectors, and adequate access and egress for emergency vehicles would be provided (see Figure 2-3).

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 applicable 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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?
<b>16. Recreation.</b>				
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. The project 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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?
<b>17. Transportation/Traffic. Would the project:</b>				
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 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. While VMT was a metric commonly used in connection with long-range planning, or as part of the CEQA analysis of a project's GHG emissions and impacts, the VMT associated with land use development was not a metric commonly used to analyze transportation impacts under CEQA at that time. Since that time, the effects of VMT as it relates to GHG emissions, multimodal transportation networks, and land use development patterns have become more widely understood, and recent legislation and regulatory updates now direct agencies to consider VMT as the preferred metric for assessing the potential traffic impacts of proposed projects. In response to SB 743, passed in 2013, State CEQA Guidelines Section 15064.3, added on December 28, 2018, addressed the determination of significance for transportation impacts and replaced congestion or automobile delay with VMT as the metric for determining transportation impacts. 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. 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. Therefore, the shift from automobile delay to VMT as the primary metric used to analyze transportation impacts under CEQA, as dictated by CEQA Guidelines Section 15064.3, does not constitute "new information" as defined in CEQA Guidelines Section 15162.

Automobile delay or 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 related to LOS is 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), vehicle miles traveled (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.”

In December of 2018, OPR published the most recent version of the Technical Advisory on Evaluating Transportation Impacts (December 2018) which provides guidance for VMT analysis. The guidance provided thus far relative to VMT significance criteria is focused on residential, office, and retail uses which would not directly apply to the hospital land use associated with this project. Additionally, as noted in the updated guidelines, lead agencies are directed to choose metrics that are appropriate for their jurisdiction to evaluate the potential impacts of a project in terms of VMT.

### 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.
- ▶ **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 Eagle Environmental Document and Backbone Infrastructure IS/MND also evaluated circulation system impacts in relation to the FPASP EIR/EIS analysis.

Consistent with the FPASP, bicycle access to the site would be provided via Class II bicycle lanes along Alder Creek Parkway and East Bidwell Street and a Class I Bicycle Path along U.S. 50 and East Bidwell Street. In addition, a Class II Bicycle Lane would be provided along McCarthy Way. The Class I Bicycle Path identified in the FPASP along portions of East Bidwell (including both Parcel 1 and Parcel 2) parallel to U.S. 50 would not be included as part of the project, but rather would be constructed by the City in the future. The project would provide rough grading and a retaining wall to accommodate future construction by the City of the planned alignment of the Class I Bicycle Path along its boundary.

New sidewalks and pedestrian walkways providing access to the site are shown in the conceptual site plan. New sidewalks would be constructed on the site perimeter, on McCarthy Way along the western frontage, Alder Creek Parkway along the northern frontage, and approximately 600 feet along East Bidwell Street. Internal walkways would be provided along most of the perimeter roads and access points, providing pedestrian access to the project buildings from the project boundary and across parking lots. Pedestrian crossings would be provided across each leg of the new roundabout on McCarthy Way.

The FPASP identifies Alder Creek Parkway as a future transit corridor with transit service to be designed and implemented by SacRT. There are transit stops planned for both directions of travel at the intersection of Alder Creek Parkway and McCarthy Way. The project does not propose any changes to the Bus Rapid Transit (BRT) identified in the FPASP.

The project would not result in any substantial changes to the circulation system, including transit, pedestrian, and bicycle facilities. Therefore, no new significant impacts or substantially more severe impacts would occur. The findings of the certified EIR/EIS, Backbone IS/MND, and Eagle Environmental Document remain valid and no further analysis is required.

### **Consistency with CEQA Guidelines Section 15064.3, Subdivision (b)**

As discussed above, the EIR/EIS did not evaluate VMT related transportation impacts. However, 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. The EIR/EIS concluded implementation of these mitigation measures would reduce significant impacts.

To evaluate project-specific impacts related to VMT, the *City of Folsom Dignity Health Campus Draft Local Transportation Analysis & CEQA Impact Study* (Transportation Study) was prepared by DKS Associates in April 2021 (see Appendix H). At the time of this analysis (2021), the City had not adopted VMT thresholds; therefore, the VMT analysis within the transportation study was based primarily on the technical guidance published by OPR in the *Technical Advisory on Evaluating Transportation Impacts* (Technical Advisory). The OPR Technical Advisory does not include a recommended significance threshold for the proposed land use (i.e., hospital and medical offices). Therefore, the VMT analysis was conducted by separating the medical offices and hospital services and analyzing them independently. Consistent with OPR Technical Advisory guidance for office land uses, the significance threshold of 85 percent of the existing baseline regional VMT (2016 SACOG regional VMT) per employee was used to analyze employee work-based trips generated by the medical offices of the project. The hospital land uses were analyzed in terms of net VMT impacts in a manner similar to that recommended for retail projects in the OPR Technical Advisory. Similar to retail, providing additional opportunities for healthcare would not necessarily generate new trips, only redistribute existing trips made to access health care. For example, placing a hospital in a location where those services currently do not exist may reduce trip lengths by giving users an alternative option closer to where they live or work. Therefore, the hospital use was analyzed using a no net increase VMT threshold, consistent with the recommended methodology and threshold for retail land uses as detailed in the OPR Technical Advisory.

The transportation study found that the VMT associated with work-based land uses of the proposed project and their employees exceed 85 percent of the VMT per employee regional average. The work-based land uses of the proposed project resulted in 14.33 VMT per employee compared to the work-based VMT threshold of 13.69 VMT per employee; thus, resulting in an exceedance of the VMT significance threshold of 4.5 percent. Mitigation Measure 3A.15-2c identified in the EIR/EIS would reduce impacts related to VMT through participation in the 50 Corridor Transportation Management Association. However, employee participation in this program is voluntary; and thus, the rate of employee participation and the associated VMT reduction attributed to implementation of this mitigation measure is not fully known at this time. Therefore, consistent with Mitigation Measure 3A.15-2c, the project would implement Mitigation Measure 4.17-1, listed below, which further refines Mitigation Measure 3A.15-2c of the EIR/EIS and requires the applicant to conduct surveys and ensure participation in the 50 Corridor Transportation Management Association such that the necessary reduction in VMT (i.e., 4.5 percent) is achieved. With implementation of these mitigation measures, VMT impacts associated with work-based land uses would be reduced to a less-than-significant level. In addition, the transportation study found that average trip length of day-to-day patient and visitor trips would be less (4.50 miles) with the project than without (4.53 miles). Therefore, impacts associated with patient and visitor VMT would be less than significant and no additional mitigation would be required.

Additionally, the project would be consistent with the commercial land use designation identified for the medical center site in the FPASP; and thus, would not substantially increase VMT as compared to that what is anticipated to occur under buildout of the FPASP EIR/EIS.

In summary, the project would implement Mitigation Measures 3A.15-2a, 3A.15-2b, and 3A.15-2c related to single-occupant vehicle travel as well as Mitigation Measure 4.17-1 related to work-based VMT that refines the implementation of Mitigation Measure 3A.15-2c. With implementation of these mitigation measures, and remaining

consistent with the commercial land use designation identified in the FPASP, the project would not result in a substantial increase in VMT. 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 include improvements to East Bidwell Street, Alder Creek Parkway, Westwood Drive, and Placerville Drive consistent with the features evaluated in the EIR/EIS. In addition, the project would include roadway improvements along McCarthy Drive and Mercy Way within Parcel 85A. Although these roadways were not explicitly identified in the FPASP, the FPASP anticipated additional roadway improvements to allow for internal circulation within parcels. The project would not result in any substantial changes to roadway design and would not introduce incompatible uses. Additionally, all roadway improvements would be subject to review by the City of Folsom; and thus, would be required to be constructed in accordance with applicable City roadway design and safety standards. 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. The project includes a proposed left-turn lane on southbound East Bidwell Street to access the project site which would be for emergency vehicle use only, would be marked with signage and pavement features identifying this restriction and may include an emergency signal to control northbound traffic on East Bidwell Street. The emergency-only left-turn lane would be constructed during Phase 2 of the project. 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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. As previously discussed, the EIR/EIS was based on standards in effect at the time and considered impacts to LOS. Mitigation measures related to LOS may be required by the City as a condition of approval. 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 U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 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 Segments 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)

The following mitigation measures were referenced in the Backbone Infrastructure IS/MND and would continue to remain applicable if the project was approved. Refer to the MMRP (Appendix A) for the full text of each mitigation measure.

- ▶ Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan

The following mitigation measures were referenced in the Eagle Environmental Checklist and would continue to remain applicable if the project was approved. Refer to the MMRP (Appendix A) for the full text of each mitigation measure.

- ▶ Mitigation Measure 3A.14-1: Prepare and Implement a Construction Traffic Control Plan (refinement of EIR/EIS measure)
- ▶ Mitigation Measure 4.16-1: East Bidwell Street/Iron Point Road
- ▶ Mitigation Measure 4.16-2: Scott Road/Easton Valley Parkway

In addition to the mitigation measures in the EIR/EIS, Backbone Infrastructure IS/MND, and Eagle Environmental Document (listed above), the project-specific transportation study provided the following refinement to Mitigation Measure 3A.15-2c that would be required for the project to reduce impacts related to VMT (DKS 2021). These refinements are consistent with the mitigation program outlined in the FPASP EIR/EIS.

#### **Mitigation Measure 4.17-1 Participation in the Sacramento Council of Governments 50 Corridor Transportation Management Association.**

During project operation, and consistent with Mitigation Measure 3A.15-2c listed above, the project applicant shall ensure on-going employer membership and participation by Dignity Health in the SACOG 50 Corridor Transportation Management Association (U.S. 50 TMA). In addition, given that employee participation in the U.S. 50 TMA is voluntary, the project applicant shall be required to conduct biennial Dignity Health employee surveys to ensure that at a minimum a 4.5 percent reduction in VMT (or 1,525 daily VMT) is achieved and maintained as part of project operations. Dignity Health shall be responsible for implementing biennial Dignity Health employee surveys to gauge participation with the various employee benefits offered by the U.S. 50 TMA. In order to ensure that the necessary reduction in VMT is being reported and achieved, the surveys shall include questions from which VMT reduction estimates can be estimated (e.g., how many days per week do you take alternative modes of transportation to work? How far do you live

from your site of employment? etc.). Surveys and survey results shall be coordinated through and submitted to the U.S. 50 TMA, SACOG, and the City. If the required level of VMT reduction is not achieved, the City of Folsom shall work with Dignity Health and the TMA to identify other demand management related strategies to increase participation in the program and achieve the required reduction in VMT.

## 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?
<b>18. Utilities and Service Systems. Would the Project:</b>				
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.

Water infrastructure improvements have been conducted since the time of the EIR/EIS. As described in the *Folsom Plan Area Water System Master Plan* (Brown and Caldwell 2014) and the *2016 Water Master Plan Update* the project site is located in Zone 3. However, to meet water pressure requirements for the medical center, the project would be served by Zone 4. The project would include improvements necessary to provide Zone 4 connections. At the time of this analysis (2021), the Zone 4 water tank has not been constructed and Zones 4, 5, and 6 are currently served by the Zone 5 tank. The *FPA Parcel 85A Zone Supplemental Analysis Technical Memorandum* (PBI 2021), was prepared to analyze water infrastructure needs for the project, see Appendix I. The technical memorandum found that, inclusive of the project (i.e., proposed medical center), water demands for Zones 4, 5, and 6 is anticipated to exceed the Zone 5 tank supply capacity, or 1.3 million gallons, in late 2024. Therefore, the Zone 4 tank must be constructed by 2024 to accommodate the anticipated water demand, including the demands of the proposed medical center (PBI 2021). In addition, the technical memorandum determined that the minimal use storage of the Zone 4 tank would be 2.2 million gallons and found that water pressure provided by Zone 4 infrastructure would be sufficient to serve the project. Although, the project would result in the need for a larger Zone 4 tank to accommodate the higher minimal use storage requirement (2.2 million gallons) than previously estimated (1.6 million gallons), Zone 4 infrastructure and storage tank were previously considered in the EIR/EIS and this change would not be substantial. 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. An estimated 666 equivalent single-family dwellings (ESDs) at 400 gallons per day were previously assumed and analyzed for Parcel 85A (City of Folsom 2015a). The medical center would require approximately 315 ESDs at total buildout for Parcel 1 of Parcel 85A, and the remaining balance of the total 666 ESDs for Parcel 85A would be sufficient to serve the remaining Parcels 2, 3, and 4. Therefore, the project would not increase wastewater facility demand for Parcel 85A beyond the capacity previously analyzed.

The project would provide points of connection to wastewater facilities and would implement Mitigation Measures 3A.16-1 and 3A.16-3, which would require proof of adequate on-site and off-site wastewater conveyance facilities and demonstrate adequate wastewater treatment capacity. With implementation of the identified mitigation measures, 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 would include storm drain improvements along East Bidwell Street Alder Creek Parkway, Westwood Drive, Placerville Road, McCarthy Drive, and Mercy Way, as well as construction of an off-site storm drain outfall swale and HMB#8 that was addressed in the Background Infrastructure IS/MND. The proposed drainage features were previously evaluated in the Backbone Infrastructure IS/MND and are consistent with the FPASP. The proposed paved access roadway to HMB #8 was not analyzed in the Backbone Infrastructure IS/MND; however, the access roadway would be constructed along the proposed Savannah Parkway alignment, as identified in Figure 7.1 of the adopted FPASP and addressed in the Background Infrastructure IS/MND. Development of this roadway alignment was anticipated in the FPASP and is evaluated in the EIR/EIS and the Backbone Infrastructure IS/MND. As such these features are consistent with the impacts evaluated in the EIR/EIS. 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. Electrical service would be provided to the project by Sacramento Municipal Utility District and natural gas service would be provided to the project by Pacific Gas and Electric. On-site improvements would be required to connect to services. However, the project would not result in substantial land use changes that would substantially change estimated demands for these services or require off-site improvements. 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 2015b: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 2015b: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 2015b: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 4-5. 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 4-5 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 Folsom Plan Area landowners entered into an agreement with the City of Folsom to provide a water supply of 5,600 acre-feet per year to the FPASP area. The water demand associated with the project is estimated to be 156 acre-feet per year, a 126 acre-feet per year increase above previously considered demand for Parcel 85a. This increase in water demand would result in a total water demand of 5,485 acre-feet per year for the entire FPASP. This is below the Folsom Plan Area Water Supply Agreement amount of 5,600 acre-feet per year (see Figure 2-8). As such, 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 and would not be within the El Dorado Irrigation District or El Dorado Hills Wastewater Treatment Plant service area. As discussed above, the project would not increase wastewater facility demand for Parcel 85A beyond the capacity previously considered. The project would provide points of connection to wastewater facilities and would comply with Mitigation Measure 3A 3A.16-3 in the FPASP which addresses 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 result in solid waste and would require solid waste service, utilizing commercial containers. The project would be consistent with the commercial land use designation identified for the medical center site in the FPASP and would not substantially change land use types or densities. 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, Eagle Environmental Document, and Backbone Infrastructure IS/MND 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?
<b>19. Wildfire.</b> 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 project 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?
<b>20. Mandatory Findings of Significance.</b>				
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.

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## 6 REFERENCES

### Chapter 1, Introduction

No references were used in this section.

### Chapter 2, Project Description

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### Chapter 3, Environmental Checklist for Supplemental Environmental Review

No references were used in this section.

### Chapter 4, Environmental Checklist

#### Section 4.1, Aesthetics

No references were used in this section.

#### Section 4.2, Agriculture and Forest Resources

No references were used in this section.

#### Section 4.3, Air Quality

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#### Section 4.20, Mandatory Findings of Significance

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## 7 LIST OF ABBREVIATIONS

2017 Scoping Plan	California 2017 Climate Change Scoping Plan
AERMOD	American Meteorological Society/Environmental Protection Agency Regulatory Model Improvement Committee modeling system
APE	Area of Potential Effects
BAC	Bollard Acoustical Consultants, Inc.
BRT	Bus Rapid Transit
CAAQS	California Ambient Air Quality Standards
CAFE	corporate average fuel economy
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
City	City of Folsom
CNEL	community noise equivalent level
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide-equivalent
CO <sub>2</sub> e/SP/year	carbon dioxide-equivalent per service population per year
dB	decibels
DOT	U.S. Department of Transportation
DPM	diesel-powered engines
DTSC	California Department of Toxic Substances Control
EIR/EIS	Environmental Impact Report/Environmental Impact Statement
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FAA	Federal Aviation Administration
FAPA	First Amended Programmatic Agreement
FICAN	Federal Interagency Committee on Aviation Noise
FPASP	Folsom Plan Area Specific Plan
GHG	greenhouse gas
HARP2	Hotspots Analysis and Reporting Program Version 19121
HPMP	Historic Property Management Plan
HPTP	Historic Property Treatment Plan
HVAC	heating, ventilating, and air conditioning
LAFCo	Local Agency Formation Commission
lb/day	pounds per day
LCFS	Low Carbon Fuel Standard
L <sub>dn</sub>	day-night average noise level

L <sub>max</sub>	maximum noise level
LOS	level of service
MMRP	mitigation monitoring and reporting plan
MMT	million metric tons
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NFPA	National Fire Protection Agency
NOA	naturally occurring asbestos
NO <sub>x</sub>	oxides of nitrogen
OEHHA	California Office of Environmental Health Hazard Assessment
OPR	Governor's Office of Planning and Research
PA	programmatic agreement
PHPS	Preliminary Historic Properties Synthesis
PM <sub>10</sub>	particulate matter with an aerodynamic diameter of 10 micrometers or less
PM <sub>2.5</sub>	particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PRC	Public Resources Code
SACOG	Sacramento Area Council of Governments
SacRT	Sacramento Regional Transit
SB	Senate Bill
SEIR	subsequent environmental impact report
SENEL	single event noise exposure level
SHPO	State Historic Preservation Officer
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
STC	Sound Transmission Class
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
U.S. 50	U.S. Highway 50
URBEMIS	Urban Emissions Model
USACE	U.S. Army Corps of Engineers
VMT	vehicle miles traveled
ZEV	zero-emission vehicle
µg/m <sup>3</sup>	micrograms per cubic meter